

BRISTOL RECORD SOCIETY'S
PUBLICATIONS
VOL. XV

RECORDS
OF
BRISTOL SHIPS

1800—1838

(Vessels over 150 tons)

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EDITED BY
GRAHAME E. FARR

Printed for the
BRISTOL RECORD SOCIETY

FIRST PUBLISHED IN 1950

MADE AND PRINTED IN GREAT BRITAIN BY
J. W. ARROWSMITH LTD., QUAY STREET AND SMALL STREET, BRISTOL

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ACKNOWLEDGMENTS

FOR permission to examine the early ship registrations at Bristol Custom House and elsewhere, and to reproduce those which follow, thanks are due to the Commissioners of Customs and Excise. Thanks are also due to Mr. R. C. Jarvis, Librarian of Customs and Excise ; Mr. R. Spencer, Collector of Customs at Bristol and Messrs. F. V. Smith and H. P. Wells of his staff, all of whom have contrived to smooth the path of the writer in his investigations.

For generous assistance over a number of years I wish to record my sincere thanks to Commander J. W. Damer Powell, and to acknowledge also assistance from the Committee of *Lloyd's Register of Shipping* and their Librarian, Mr. F. J. Dann; the City Librarian of Bristol, Mr. James Ross ; Colonel Mark Whitwill ; Captain Fred Poyser ; Major Nigel Kennedy ; Mr. R. S. Craig ; and two true friends of nautical research who have, unfortunately, recently passed away, Mr. Daniel Bolt and Captain E. A. Woods.

GRAHAME E. FARR

INTRODUCTION

WITH a view to examining a hitherto untouched source of material on local maritime history, the writer has spent a considerable time among the early records at the Bristol Custom House, made available by the courtesy of the Commissioners of Customs and Excise. The primary object was to study the extent of ship-owning in the port by means of the shipping registers of the nineteenth century, and a secondary object was the more detailed study of some of the great merchant ship-owning houses of the period. Unfortunately the local records contain no registers of earlier date than 1824, rumour having it that the earlier documents perished in the flames of the old Custom House during the Reform Act riots in 1831. As some compensation ancillary records among the Registrar-General's archives in London can take the student back to 1814, but with certain gaps. To continue the study in earlier years one is obliged to adopt a system of gleaning scraps of information from the local press and archives, and from contemporary 'corporation' registers.

So far, in Britain, no attempt has been made to publish Custom House shipping registers *in extenso*, and their value to the historian, and specialists such as the genealogist and naval architect, is not generally appreciated.¹ With the object of making available at least a part of the early Bristol registries, permission has been obtained to publish those which follow. For the nineteenth century rather more than 3,000 survive, and these involve over 2,000 separate vessels. For this reason limitations of space have largely dictated which should be chosen and in the present instance 521 registers, covering 291 vessels, have been copied, forming the beginnings of a detailed survey.

This selection deals with the vessels of over 150 tons measurement registered at any time in the years 1814-1838. It has ensured the inclusion of several important groups. For instance there are most of the later West-Indiamen, last vehicles of the trade on which Bristol's prosperity was founded. There are the comparatively few East-Indiamen, a pioneer Atlantic steamship, some of the early steamships of the once flourishing Irish packet trade, and the earlier emigrant ships in the American and Antipodean trades. There are also the larger vessels among those which sailed to the Gold Coast, the Baltic, the Mediterranean, Newfoundland, and elsewhere.

¹ Under the auspices of the Survey of Federal Archives, a division of the Work Projects Administration, the ship registries of a number of United States ports have been published.

In order to complete the period covered an appendix has been added with particulars of all traceable vessels of over 150 tons which belonged to Bristol between 1800 and 1813, and which are not included in the body of the records by virtue of a later re-registration. These number 173. A few vessels of doubtful local connections are included for the sake of completeness, and in the hope that some future student may be able to resolve such doubts as exist.

Notes have been subjoined to practically all the registrations with a view to increasing the usefulness of the records. Where it is known the name of the builder of the ship has been given, and also particulars of her fate. A point has been made of supplying information regarding the trades in which the vessels were employed. This matter is not the concern of the registration authorities and is only incidentally indicated in the registers themselves as, for instance, when a ship's master was changed at a port away from home, or when details were given of a ship's loss.

It should be pointed out that the records here reproduced will not give a complete picture of Bristol ship-building during the period covered. This is due to the fact that many ships were built locally for owners at other ports and were first registered elsewhere. They were not Bristol ships in the generally accepted sense of the term.

These considerations lead one to the problem of the 'citizenship' of vessels, which has been discussed by several writers. In this work a Bristol ship has been taken as one of which the principal owner or owners reside at or near the port. This definition includes all vessels registered at the port and a few not so registered, the latter usually being vessels purchased elsewhere by Bristol owners and allowed to retain their former Port of Registry as a convenience. A broad mind has to be kept, however, for there are such cases as that of Thomas Daniel, of Bristol, and John Daniel, of London, who traded in partnership as Thomas Daniel and Sons. Some of their vessels were registered at Bristol and others at London, but the Bristol Press in several instances spoke of the latter as 'belonging to Mr. Alderman Daniel of this city'. A similar instance occurred in the joint ownership of vessels by Artemus Cambridge, of Bristol, and Lemuel Cambridge, of Charlottetown, Prince Edward Island. These cases, which are but two examples out of many, are mainly complicated by the fact that both partners appear to have had an equal share. Other cases, such as those of P. T. Huggins, of Nevis, partner in some ventures with Pinney, Ames and Co., of Bristol, and Andrew Houstoun, of Grenada, in partnership with the Baillies and others of Bristol, are not in question as the overseas partners were obviously the smaller shareholders. John Irving, owning one of the greatest fleets in the history of the port, was a man of many partners, but he appears always to have kept the controlling interest. If he, and other local owners, had small shares in vessels registered

at other ports, the fact is hardly likely to emerge until the records of those ports are examined. All students of maritime history will hope that the records of other ports, great and small, will be published in due course.

From a study of the registrations and the associated notes given in this work one can build up an interesting picture of the state of Bristol's deep-sea shipping in the period. The predominance of the West-India trade in the early years of the century is well illustrated. The fleets of some of the West-India merchants, the Daniels, Irvings, Protheroes, Maxses, Vaughans, and many others, were large and capacious. The names of their ships often reflected the plantations in which they were specially interested—Hanover, St. James, Trelawny, Westmoreland, Martha Brae and Clarendon, to name but a few. Their ships were mostly built at Bristol or Chepstow and other places near by where Forest of Dean oak was obtainable, and such was the quality of their materials that they often survived the perils of the sea for considerably longer than the normal span of a ship's life. They were strongly built for ocean sailing and also to withstand the conditions in the harbour, for before 1809 they had to lie aground at low tide, often when almost fully laden. It has been suggested that this custom of building ships with extra stiffening originated the saying 'ship-shape and Bristol fashion,' and one cannot avoid thinking that this is most probable.

Although their units were not so large there were considerable fleets in the ownership of merchants trading elsewhere than the West Indies. Examples are the Cambridges of Bristol and Prince Edward Island, and Mulloony, Danson and Bennett of Bristol and Newfoundland. From 1815 onwards, Thomas King, erstwhile a West-India merchant, built up a fleet of trading ships for the West Coast of Africa. He was followed by the Lucases, Cummins and others who were, in effect, reviving a very old established trade which had gone side by side with, though somewhat eclipsed by, slaving, but which had lapsed during the wars. After the abolition of the East India Company's monopoly such concerns as Acramans, Hilhouses and Greens became interested in the Far East. Some others, such as the Cambridges and John Irving, also dabbled, but the trade never assumed large proportions in this port. The emigrant trade—American, Canadian and Australian, attracted other houses, such as the Scotts and Whitwills, as well as a number of mushroom companies and master-ownerships. Gibbs, Bright and Co., seeking new fields when the West-India trade dwindled, formed subsidiary companies for the Australian and South American trades, but in the course of these changes they became domiciled in Liverpool.

Tramp shipping was never a big feature of the Port of Bristol, but one cannot avoid noticing that in the years after the wars, when the West-India market was breaking and the bubble of colonisation was growing,

some concerns transferred their business from regular lines to the type of trade sometimes described as intransient. In the process some merchants doubtless found new and profitable fields, but many must have been reduced to seeking a somewhat haphazard livelihood in speculative cargoes or in turning themselves into shipowners plying for charter. The competition of the Continental countries following our reciprocal trade treaties resulted in a number of bankruptcies in the decade commencing 1829, although this trouble was not peculiar to Bristol. Some of the local failures in this period were—L. and A. Cambridge (1829), William Scott (1830), Christopher Scott (1831), Edward Bevan (1832), Michael Yates (1832), Henry Taylor (1833) and James Lyon (1838), while in 1845 the somewhat larger concern of D., E. and A. Acraman, East India merchants, iron warehousemen and the pioneer iron ship-builders of Bristol, were forced to close down.

Although the larger fleets were in the ownership of the merchant ship-owners, there must have been few Bristolians with the most slender capital who were not shareholders in some vessel or other. The poulterers, bakers, tallow chandlers, schoolmasters, doctors, plumbers, silversmiths, music sellers, stationers and pawnbrokers were all represented, besides the factors and manufacturers whose trade depended on the seaborne supply of raw materials. The height of multiple partnerships was achieved with the early steam packets. One cannot but admire the courage of those who ventured into the world of bursting boilers and breakdowns and inefficiency which inevitably ushered in the steam age. Perhaps it is not surprising that none of the old merchant ship-owners are found among the many owners of steam packets, for it was a field for the young and adventurous, and the over-specialisation which arose from the conservatism of the West India merchants was a fetish which led to the downfall of most of their number.

The period of the wars was a severe trial to the shipping element of Bristol. Reports of the capture by the enemy of no less than 49 vessels will be found in the following pages, and it must be remembered that these are only the vessels of over 150 tons and the list cannot claim to be complete. On the credit side there are reports of repulsed attacks in many cases, some in circumstances of great dash and daring, and there are at least 23 recapturings of Bristol vessels. Some 27 prizes in the 150-ton-plus category were registered in Bristol in the period covered by the surviving registrations, besides large numbers of smaller craft not embraced by this work.

The ever present perils of the sea also took their toll, and those who would follow up the press references given in the notes will find many stirring tales. Such, for instance, was the loss of the *Picton* at Lynmouth, the steamer *Killarney* near Youghal, the *Robert Peel* in the Dee estuary,

the *Sophia* overwhelmed in the Atlantic and the *Superb* wrecked in collision with an iceberg. There were strange cases, such as that of the *Dorchester*, stranded and salved, only to be wrecked again when safety seemed to be within grasp. There was the *Eliza*, overdue on her passage, reported safe at anchor in a bay in Brittany, but driven on the rocks the next day. There being an interval of a week in the publication of the two reports in the press one can imagine what apprehension, what joy and what disappointment was experienced in a number of Bristol homes. Losses by fire were common among the sugar-laden West-Indiamen, and not rare on the West Coast of Africa.

Pirates were another peril frequently encountered by the sailor of the period. As every schoolboy knows their main haunt was the Caribbean Sea, where the *Feliza*, *Edward Protheroe* and *Sylvia* all had encounters, to name but three. As late as 1845 the *St. Vincent* reported sighting them in this area, and in the Mediterranean the *Usk* was plundered by Greek pirates in 1827.

The West Coast of Africa remained for many years the haunt of desperate characters and many are the tales of bloodshed. When the slave trade was abolished to British ships there was a lessening of the Guinea trade, at least as far as Bristol ships were concerned. However, there was a revival after the wars and many ships went out to barter for palm oil, ivory, dyes and other valuable products. It remained a harsh school for seamen, partly on account of the severity of the climate, but also, one suspects, because of the legacy of violence left by the slavers. Many were the occasions when the barterers became involved in tribal conflict and many were the cases of plundering by the natives. In some vessels the registers reflect the severity of the trade in the number of changes of masters, and the press contains references to harsh treatment of crews by hard-bitten mates. That some nationals carried on slaving on this coast to a late date is evidenced by the report of the *Congo* encountering a slaver in 1849, in circumstances amounting to piracy. There is also an interesting case in 1832 of a slaver captured by His Majesty's ships. She was condemned as prize by a 'Court of Mixt-Commission' and became the *Frederick* of Bristol.

Of mutinies there are few, but the case of the *Waterloo* in 1816 contains all the essential ingredients as well as a timely rescue. There was also the case of the *Thetis* in 1828, where death by disease, a tornado and shortage of food led to mutiny and arson. Also that of the *Jane* in 1832 when the master, mate and second mate were murdered before the vessel was wrecked on the Brazilian coast.

To the Bristol of the period there are a few interesting references. The great work which was completed in 1809 and which created the Floating Harbour, must have had a profound effect on the trades of the port. We

find the press exulting in the ability of the *Coffee Planter* to get away during the neap tides of 1809, but as late as 1836 we find the master of the *Dochfour* triumphantly announcing that he did not run aground (in the harbour) until he was abreast of the Glass-house (the site of the present gas works). It is possible to picture the lightening of ships at Kingroad and Hungroad before entering the city, but it is difficult to imagine ships having to be lightened at Cumberland Basin in order to pass the reefs in the bed of the Floating Harbour itself. Yet such was the case before extensive blasting operations removed the obstructions.

There is a certain affinity with present-day conditions in the reports of the 'quick turn round' (to use the modern phrase), of the *Ebenezer* in 1823, the *Nelson* in 1834, and several others. The duration of passages was naturally of great importance in the days of sail, and it is interesting to note the following swift passages accomplished by vessels mentioned in this work.

West Indian	1816	<i>Philip</i>	Caicos Islands-Bristol	32 days
	1819	<i>Jane</i>	Bristol-Nevis-Bristol	77 days
	1823	<i>Achilles</i>	Lundy Island-Barbados	25 days
	c. 1825	<i>Renown</i>	Bristol-Barbados	18 days
	1834	<i>Earl of Liverpool</i>	Bristol-Nevis	25 days
	1834	<i>Earl of Liverpool</i>	Nevis-Bristol	25 days
New York	1847	<i>Ajax</i>	Bristol-Jamaica	30 days
	1824	<i>Earl of Liverpool</i>	New York-Bristol	23 days
	1828	<i>Cosmo</i>	Bristol-New York	25 days
	1841	<i>Cosmo</i>	New York-Bristol	17 days
Others	1824	<i>Shallet</i>	Bristol-Alexandria	21 days
	1826	<i>Cosmo</i>	Bristol-Sierra Leone	17 days
	1837	<i>Anna</i>	Hull-Bristol	4 days
	1838	<i>Orestes</i>	China-Bristol	127 days
	1840	<i>Orestes</i>	Bristol-Sydney	103 days

Although, for reasons stated earlier, the registers do not give a complete picture of the local ship-building industry, some interesting references will be found mainly owing to the prevalent practice of building on speculation. In such cases the builders registered the vessels in their own names, and failing an immediate buyer, sent them on voyages on their own account. As some of the builders were also ship-owners it was natural for them to retain any vessel found by experience to be of superior speed and economy than the average. Some of the named ship-builders are Frederick William Green, Francis Williams, William Patterson, James Tippet and William Scott, while the most prolific were the Hilhouses and their partner¹ Josiah Sellick (who in 1815 assumed the name of Gist). In 1825 George Hilhouse took into partnership Charles Hill, although the firm remained

Hilhouse and Co.¹ In 1842 we find the title Hilhouse, Hill and Co., and later it became Charles Hill and Sons, which it retains to the present day. Of the utmost interest are the two volumes of draughts known as the *Hilhouse Draughts*, at present in the custody of Charles Hill and Sons. Some of the draughts were obviously collected from other sources, but the greater part represent vessels built in or repaired at the Hilhouse yards in Bristol. It is difficult to state the date of the earliest plan, but they cover a period from about 1750 until the *Princess Royal* of 1842. Care has been taken to refer to these whenever possible as they can be of great help to model makers and students of naval architecture. The Science Museum, South Kensington, can supply photographic copies of many of the draughts.

Apart from the ships built at Bristol there were many from other ports. Chepstow and the other yards bordering the Forest of Dean were an important source. Some quite large ships were built well up the Wye, although they were probably floated down to Chepstow for fitting out.² Bideford, Barnstaple, Bridport and other South of England yards each have a number of representatives, as have also the ship-building centres in the North of England. A proportion of the registrations are of the 'soft-wood' vessels built in the North American colonies and at the other extreme there is one teak-built vessel from India and a few cedar-built vessels from Bermuda.

The dimensions of the individual vessels are shown in the registers and the tables at Appendix B give an indication of the average size of Bristol craft. Table 2, for instance, shows that between 1814 and 1838 there was a yearly average augmentation of 33 vessels of about 4,700 tons aggregate. As might be expected the number of vessels added each year tends to drop in this period, but their average tonnage rises. The converse, or annual average wastage, is impossible to compute with any degree of accuracy, as the necessity for the prompt reporting of casualties and condemnations did not appeal to the ship-owner of the period. Appendix B, Table 1, gives, for those years for which they have been traced, particulars of the tonnage remaining on the register at the Port of Bristol. Unfortunately the MSS. *Annual Statement of the Registry of Vessels*, which was instituted in 1824 by the Act 4 George IV, c. 41, is missing for this port, and so one uniform source of such figures is lacking.

As a matter of interest the following list gives all Bristol ships of over 500 register tons during the period 1800-38. As some of them never visited their home port and others, built at Bristol, did not return after their initial sailing, it shows that the virtual maximum tonnage for a regular trader was 600 tons at this period.

¹ See *Pilot* (1809).

² For example, the *Monmouth*, built at Monmouth in 1825.

<i>First Registered at Bristol</i>	<i>Name</i>	<i>Year and Place of Build</i>	<i>Register Tonnage</i>	
			<i>O.M.</i>	<i>N.M.</i>
1801	<i>Fame</i>	1801 Bristol	527	
1807	<i>Nelson</i>	1807 Bristol	574	
1808	<i>William Miles</i>	1808 Bristol	578	
1809	<i>Elizabeth</i>	1809 Bristol	516	
1813	<i>Clara</i>	1813 Bristol	516	
1826	<i>Governor Ready</i>	1825 P.E.I.	513	
1826	<i>Cambridge</i>	1825 P.E.I.	534	
1828	<i>Superb</i>	1826 P.E.I.	501	
1828	<i>St. George</i>	1828 Chester	605	
1828	<i>Lord William Bentinck</i>	1828 Bristol	565	
1829	<i>George Canning</i>	1827 P.E.I.	562	
1833	<i>Pearl</i>	1833 Bristol	394	518
1835	<i>Welsford</i>	1834 P.E.I.	578	
1835	<i>Clifton</i>	1835 Bristol	579	
1835	<i>Orestes</i>	1835 Bristol	530	
1837	<i>Elizabeth</i>	1837 Chepstow	410	525
1837	<i>Great Western (steam)</i>	1837 Bristol	*706	680
1838	<i>William Money</i>	1820 Kidderpore	835	

[NOTES—Tonnages are taken to the nearest ton above.

* The gross tonnage of the *Great Western* was 1347 (O.M.) or 1321 (N.M.).]

Unfortunately there is no simple formula whereby tons register (or tons burthen as the registers traditionally term the figure), can be turned into tons capacity. The following four examples, taken from sale advertisements, will, however, serve as a rough guide in this important matter which is completely governed by the *proportions* of the internal hull form, as will be seen later. (The particulars given are—name, place and year of build, register tonnage, estimate of capacity.)

Duke of Richmond, Whitby 1779, 441 tons, 'carries 800 tons.'

Rosetti, Caldicot 1790, 193 tons, 'has carried over 350 tons.'

Wellington, Whitehaven 1811, 225 tons, 'has delivered 340 tons of coal.'

Mary, Bristol 1834, 259 tons, '375 tons capacity.'

LIMITS OF THE PORT OF BRISTOL

A PORT may have various 'extents bounds and limits' for the varying purposes of conservancy, harbour authority, pilotage, admiralty, jurisdiction, or corporation boundaries and this is often confusing to the lay

mind. It is therefore useful to know the area entitled, for Customs purposes, the Port of Bristol, and a little of its historical background. At one time its jurisdiction extended over the greater part of the Bristol Channel, with the exception of the North Devon coast which was controlled from the port of Exeter until the late seventeenth century.

It has been stated that Bristol was assigned a *custos* in 1298¹ and, according to an 'Account of Customs' dated 1303-09,² Carmarthen and Bridgwater were then 'members' of the Port, as was also Haverfordwest.³ By the time of Richard II (1377-99) Bristol was the 'Great Port' for the area Bridgwater to Chepstow, the South Wales ports being then not mentioned.⁴ In 1572, *vide* Colshill's List, Bridgwater was independent, with Minehead and the Mumbles as its members, while Chepstow and Milford were members of the Port of Chester. Bristol then included Newport, Newnham, Gloucester and Berkeley, besides Chideock and Bynhay in Lyme Bay, and the river ports (?) Northampton, Brampton and Bates Castle, a truly remarkable, in fact, curious, area.⁵

When the Customs ceased to be farmed in 1671 Gloucester was independent, and Bristol had been shorn of its former appendages so that it covered little more than the creeks of Uphill and Pill.⁶ An Exchequer Commission of Trinity Term, 10 George I (1724), settled the following limits, which were operative until 1 February 1891.⁷

'The Limits and Bounds of the said Port of Bristol extends from the Westernmost Parts of the Flat and Steep Holmes up the Course of the Channel, Eastward to Aust in the County of Gloucester and from the said Holmes Southward athwart the Channel to a Place called Uphill, which is included; and from thence along the Coast or Shore Eastward in the Counties of Somerset and Gloucester to Aust aforesaid and also from a Place called the Hole's Mouth in King-Road up the River Avon, to the said City of Bristol, together with the several Pills lying upon the said River.

'A place called Bettisley, situate on the North side of the River Severn in the County of Gloucester, having for many years past been a Creek of and belonging to the said Port of Bristol, is continued as formerly.'

A Treasury Warrant dated 26 January 1891 slightly modified this area and settled limits which are still in force. At the southern end the limit

¹ H. Hall, *A History of the Custom-Revenue in England* (London: Elliott Stock, 1885), II, p. 16.

² N. S. B. Gras, *The Early English Customs System* (Cambridge: Harvard University Press, 1918), p. 346.

³ Hall, *op. cit.*, II, p. 20.

⁴ H. Atton and H. H. Holland, *The King's Customs*. . . (London: John Murray, 1908), pp. 29-30.

⁵ *Cal. S.P. (Dom.) Addenda*, 15/22 (p. 440 of the printed edition).

⁶ Atton and Holland, *op. cit.*, pp. 106-8.

⁷ Extracts supplied by the Librarian, Customs and Excise.

was made the tip of Brean Down, and at the northern, the site of the Severn Tunnel, the sea area being changed accordingly. At the same time the appendage 'Bettisley' (which is now called Beachley), was transferred to the Port of Gloucester.

The seaward limits of the City and County of Bristol, established by a Charter of Edward III, dated 30 September 1373, are only slightly smaller. They follow the coastline to Clevedon and then embrace the sea area Clevedon- Steep Holm- Flat Holm- Denny Island-Holesmouth (Avonmouth). This area also falls within the Parish of St. Stephen and was, until 1938, the area in which the Port of Bristol Authority was entitled to exercise jurisdiction as a conservancy authority. In that year the Bristol Corporation Act reduced the area for which the Authority was responsible and its seaward limits are now bounded by imaginary straight lines drawn from Portishead Point Lighthouse to Denny Island Beacon to a point on the shore north of Chittening Estate (where the 'high water mark of ordinary spring tides is intersected by the parallel of $51^{\circ} 33' 0''$ north latitude').¹

ON SHIP REGISTRATION AND TONNAGE MEASUREMENT

BRITISH ship registration really begins with the Act of 1786, 'An Act for the Further Increase and Encouragement of Shipping and Navigation,' (26 Geo. III, c. 60). Previously only certain classes of vessels had to be registered, but by Section 3 of this Act registration was instituted for 'all ships having a Deck, or being of the Burthen of fifteen tons, or upwards,' this applying to all British subjects. Builders' certificates were to be produced, although provision was made for vessels which had lost their identity through age, and also for prizes. The registration certificates were numbered in annual sequence, each port having its own series of numbers. A duplicate of the original oath was sent to the Commissioners in London, and the particulars were copied into a Register Book retained at the port of registration. A major change in ownership, or alterations affecting the tonnage, dimensions or description, involved a registration *de novo*. This was a frequent occurrence and twelve or more re-registrations for one vessel are common.

The system of tonnage measurement in force at that time was 'Builders' Measurement,' or 'Old Measurement' as it was later called. This had become law by an Act of 1773 (13 Geo. III, c. 74), and was now inextricably linked with ship registration. The figure of 'tons burthen' entered in the ship's register was that on which dues were paid and it was

¹ Port of Bristol Authority Handbook, 1939, p. 19.

intended to represent the capacity of the ship for cargo. It was obtained by the formula—

$$\frac{(\text{Length} - \frac{2}{3} \text{ Breadth}) \times \text{Breadth} \times \frac{1}{2} \text{ Breadth}}{94}$$

94

There have been many ingenious explanations of the divisor 94 in this formula, but they all boil down to the conclusion that it is largely traditional.

An Act of 1819 (59 Geo. III, c. 5) re-enacted this tonnage rule, but incorporated a modification allowing for the deduction, in the case of steam vessels, of engine and boiler spaces for the purpose of tonnage calculation. No doubt this was a considerable encouragement for the rising method of propulsion.

A further Act was passed in 1823 entitled 'An Act for the Registry of Vessels' (4 Geo. IV, c. 41), and came into force on 1 January 1824. It altered the system of registry in only one important particular, this being the limiting of shares in any one vessel to 64—'The property in every vessel of which there are more than one owner, shall be considered to be divided into 64 shares.'¹

There was no clause in this Act to make compulsory the re-registration of vessels, for registration then, as now, was looked upon as a privilege to be sought rather than a procedure to be undergone. The Act 6 Geo. IV, c. 110 (which came into force in 1827), made compulsory the registration *de novo* of vessels last registered before 31 December 1823, besides making obligatory the reporting of maritime losses and the sale of vessels to other ports.² This had the effect of tidying up the national statistics. However, there were not very many stragglers and it is safe to say that the registrations in the years 1824-5 in any one port give a virtually true picture of the state of shipping there at the time.

Unfortunately the practice of charging dues on the registered tonnage of a vessel encouraged builders and owners to take advantage of an obvious loophole in the Builders' Measurement formula, which took no account of the depth of the hold. Porter described it as '... the barbarous system which ... was followed for the admeasurement of shipping, and which enabled the builders, at the sacrifice of some essential good qualities, to procure the official measurement to be greatly below the actual cubical capacity of the hold of the vessel, which capacity it was pretended to insert in the register.' He went on to mention that occasions had arisen

¹ This system remains to the present day. The reason for the adoption of the figure is obscure, but is thought to be the result of producing the binary system of halving the ship and each of the resulting shares until the practical limit of 64 is reached. (Maude and Pollock, *Law of Merchant Shipping*, 1881, p. 17.)

² G. R. Porter, *The Progress of the Nation* (London: John Murray, 2nd ed., 1847), p. 402.—'Previous to that time many vessels which had been lost from time to time were contained in the registry, no evidence of their loss having been produced.'

where ships had had their holds deepened by building up their sides.¹ He further stated his opinion that, 'the greater part of our merchant vessels are the most unsightly in Europe, and . . . they sail badly, and are very unmanageable in bad weather and on a lee-shore.'²

Porter no doubt wrote with the zeal of a reformer, but it was recognised that the position needed improvement and a Committee was appointed by the Admiralty in 1821 to investigate the matter of tonnage measurement. However, they examined some fifty different vessels and became so befogged with the perplexities of the problem that they could not suggest an accurate substitute for the existing rule. Accordingly subsequent Acts merely re-enacted the old formula.

A second committee sat between 1832-4 and was more successful, being able to recommend to Parliament the plan of Mr. Riddle, of the Royal Hospital, Greenwich. As a result 'New Measurement' was instituted by the Act 5 & 6 William IV, c. 56, and came into force on 1 January 1836. The method of calculating tonnage under this rule was a more complicated business. Suffice it to say that it involved the taking of three depth measurements at $1/6$, $3/6$ and $5/6$ of the length of the vessel, and two beam measurements at different places on the imaginary vertical line at each of these depths. Measurements were taken in feet and tenths of a foot, and the final divisor was 3,500. This figure was chosen to bring the average tonnage of all British vessels to the same figure as the average tonnage measured by the old rule, thus avoiding a major upset in the statistics.

Re-measurement under this rule was not made compulsory for old vessels, and it will be seen that owners of the larger ocean-going vessels generally found it to their advantage to retain the old figure.³ On the other hand owners of the beamier types of coastal craft were no longer penalised by a false cubic measurement.

The present basic system of tonnage measurement dates from the Merchant Shipping Act of 1854, which came into force 1 May 1855 (Act 17 & 18 Victoria, c. 104). It was sometimes called 'new new measurement' or 'Moorsom's Law,' after George Moorsom, an eminent naval architect who was secretary of an abortive tonnage commission appointed in 1849. The system was based on the use of the parabolic rule to find the areas of various transverse sections and also the interior volume based on these areas. The divisor in this case was 100, again chosen to obviate a radical change in the statistics.

¹ A local example will be found in the *Admiral Rowley* which was rebuilt in 1815 with a depth in the hold of 14' 3" instead of 10'. Her tonnage was increased only from 171 to 179 which is presumably accounted for by an increase in length of 1' and breadth of 7" carried out at the same time.

² Porter, op. cit. p. 466.

³ See Introduction (p. 8) for some examples of comparative tonnages under o.m. and n.m.

A confusing point, needing explanation, is the difference between Gross and Net Tonnage. Gross is the tonnage found by the application of the above rule, whereas Net is the remainder after permitted deductions have been made. In 1855 the only permitted deductions were the machinery spaces of steam vessels, therefore the Register, or due-paying, tonnage of a steam vessel was its Net tonnage, and for a sailing vessel there was only one tonnage. A further Merchant Shipping Act of 1867 made provision for the better accommodation of seamen and allowed their living space to be deducted from the gross tonnage, and so from that date sailing vessels also began to have Gross and Net figures.

OFFICIAL NUMBERS

ONE of the provisions of the Merchant Shipping Act of 1854 was the institution of a system of official numbers. A number was assigned to every vessel and was cut into its main beam. It retained this number irrespective of changes of ownership, home port or name, but not, of course, when sold to foreigners. To the student these numbers can be of the greatest help when checking the identity of the individual vessel.

THE FORM OF THE REGISTERS

THE particulars given in the register volumes under the 1786 Act were the same as those given under oath in the ship's register, copies of which were sent to the Commissioners in London. The sole difference was that in the volume they were written across the pages under column headings (there being spaces for eight vessels on one folio), and in the oath they were filled in on a printed pro-forma for the individual vessel. None of the volumes survive for Bristol, but the registrations from 1814 to 1820 inclusive, and for 1822, can be reconstructed from the duplicate oaths preserved at London.

The register volumes under the 1823 and later Acts (which all survive for Bristol), were printed to give a folio for each vessel. Their form was altered from time to time to suit the changing regulations and, inevitably, have become more complicated. The following table shows the principal particulars entered under the various Acts. It will be seen that the primary object was to give sufficient information to establish the identity of the vessel, including a description of her main features—decks, shape of stern, figurehead, etc., and her principal measurements. The latter, incidentally, were not those upon which the tonnage was based, but were taken at easily accessible stations in order to provide a ready check in cases of doubt.

THE SHIP REGISTRATION ACTS

26 Geo. III, c. 60, (August ?) 1786	4 Geo. IV, c. 41, 1 Jan. 1824	5 & 6 William IV, c. 56, 1 Jan. 1836	17 & 18 Victoria, c. 104, 1 May 1855
No. of register Date and place of register Owners, with residence and occupation Name of vessel Port of registry Master's name When and where built, or (if a prize) made free No. of decks No. of masts Extreme length aloft Extreme breadth in the broadest part, distinguishing whether taken above or below main wales Height between decks Depth of hold Tons burthen Kind of vessel If any gallery Kind of head	No. of register Port of registry Date of registry Name of vessel Burthen in tons Name of master When and where built or condemned as prize, referring to Builder's Certificate, Judge's Certificate or last registry Decks Masts Length Breadth, above or below the main wales Height between decks or Depth in the hold Rig Bowsprit Stern Build Galleries Head Owners and shares	As 1824 but with additional provision for measurements under n.m., viz.— Decks Masts Length from the inner part of the main stem to the fore part of the stern aloft Breadth in midships Depth in the hold at midships Rig Bowsprit Stern Build Galleries Head (Later volumes included spaces to enter if a steamer and if built of iron.) Dimensions in feet and decimals Tonnage to 3500ths (or sometimes in decimals). or As earlier Acts if an old vessel not remeasured	Official number Name of ship Port number Port of registry If sail or steam Where built When built No. of decks No. of masts Rigging Stern Build Gallery Head Framework Length from the forepart of the stem under the bowsprit to the after side of the head of the stern Main breadth to outside of plank Depth in the hold from tonnage deck to ceiling at midships Tonnage If a steamer—length of engine room, no. of engines, horse power Owners with shares Date of registry Transactions subsequent to first registry Dimensions in feet and decimals Tonnage in decimals

Some other items were entered which are not of great importance. For example, under the first three Acts the name of the Surveying Officer was shown. Under the 1786 Act a column was provided to state if British, Foreign or British Plantation built, which indicated the category of privilege under the old Navigation Acts. Under the 1823 and 1835 Acts a note was also made if the vessel was surveyed afloat or aground, a circumstance which would affect the measurements used in the calculation of tonnage, but not the measurements shown in the register.

NOTE ON ARRANGEMENT

How to present this mass of data in a work of reference capable of being housed on the shelves of the average private library is a problem. The ideal way of reproducing ship registrations would be in facsimile style, and the next best would be to devote a whole page to each. Both these methods must be ruled out at the present time for obvious reasons of paper economy and expense. Bearing in mind that the original record is based on a stereotyped printed form, we may adopt a technique rather different from that necessary for the transcription of pure manuscript texts, such as depositions, wills, etc. In the records contained in the body of this book certain of the printed headings have been omitted and others cut down to essentials. Dates have been cut down to their simplest form instead of being fully written in Roman characters and, in a number of cases, the initials of persons have been given where their names have been given in full, and without variation, earlier in the same register. Two descriptive items have been omitted; firstly the description of the build, as this is 'carvel' in all cases, and secondly the description of the bowsprit, as it is 'standing' in every register here reproduced. In cases of re-registration, repetitive items have been indicated by the words 'as above.' Any necessary interpolations by the editor have been distinguished by square brackets.

The skeleton form of the registers as reproduced is as follows:

Top line—(a) Name of vessel. (b) Official number (in vessels which survived after 1855). (c) Place and year of build, with name of builder where this is shown in the register. These items are the essential identifications of a vessel and are not repeated for its subsequent re-registrations (if any).

Next, in each case, is given the number and date of the registration, and also the port in one or two cases where the register was not entered at Bristol Custom House. Some of the later registrations have marginal references such as (1A/36) or (2A/15). These refer to the folios in the transfer register books which were used from 1 May 1855 for transactions under the old Acts when the 1854 Act introduced the new form of register book.

The body of the registrations contain—(a) The previous registry (if any). (b) Measurements, i.e., tonnage, length, breadth (under or above the main wales), height (between decks unless otherwise stated), and/or depth (in the hold). (c) Descriptive details, i.e., number of decks, number of masts, rig, shape of stern, description of gallery, description of head. (d) The owners at the time of registry, with their occupations and residences and, after 1824, the number of shares they held. (e) The vessel's masters, showing first the master at the time of registry and then subsequent masters with their dates of appointment and places of appointment if other than Bristol. (f) Subsequent transactions with date and number of shares involved. In some cases transactions are entered with dates earlier than that of the register itself. These are cases where an earlier sale had not been recorded on the register about to be cancelled. They form a useful indication of the vendor from whom the Bristol owner purchased the vessel.¹ (g) The fate of the vessel, or a reference to a re-registration at Bristol or elsewhere. It will be noted that there is often a gap of some years between the wreck (or loss by other means) of a vessel and the date of cancellation of the registry. This is usually due to delay on the part of the owners in the notification of casualties.

Notes have been added at the foot of practically all the registers. They are from a variety of sources and owing to the need for economy of space are not always verbatim extracts. They have been chosen as amplifying the register entries, particularly in connection with the builder of the vessel, the trade in which the vessel was employed, her earlier history (if any), her subsequent history and her fate. They are taken from the Press, 'corporation' registers and other published and unpublished works. When, as so often happens, research has failed to reveal the fate of the vessel, then an attempt has been made to narrow down the limits of date within which she was lost or broken up. Thus the phrase 'out of register 1834-6' indicates that a vessel was entered in the 1834 register, but not the issue for 1836—usually a reliable index of disposal.

SOURCES OF THE TEXT

THE registers from 1814 to 1820 inclusive, and for 1822, have been transcribed from the duplicate oaths preserved in the store rooms of the Registrar-General of Shipping in London. They are bound in annual volumes, the printed form being in foolscap folio.

The registers from 1824 to 1838 are preserved at the Bristol Custom

¹ It should be remembered that the bill of sale is the essential document in all transfers of property in the form of ships and vessels. Thus a formal bill of sale is necessary to transfer a vessel from the executors of a will to the legatee. It is also necessary in transferring the rights to sell to a mortgagor.

House. These are contained in five volumes, 18½ inches by 13 inches, with varying numbers of folios, as listed below. They are of the style for the Act of 1823.

<i>Vol. No.</i>	<i>First register</i>	<i>Last register</i>	<i>Folios</i>
1	No. 1 in 1824	No. 118 in 1825	190
2	No. 119 in 1825	No. 30 in 1827	140
3	No. 31 in 1827	No. 49 in 1830	230
4	No. 50 in 1830	No. 39 in 1835	227
5	No. 40 in 1835	No. 10 in 1839	186

Later volumes have been consulted in several instances to ascertain the subsequent history of vessels. It is worth noting that there is generally no pagination in the register volumes and, indeed, this is unnecessary for the registers are in chronological order and are referred to by their numbers. Transfer volumes and transfer pages added to normal register volumes are paginated normally, but these did not come into use until the Act of 1854.

SOURCES OF THE NOTES AND APPENDICES

i. MSS.

Customs 17 (Public Record Office), *State of the Navigation, Commerce and Revenue of Great Britain*, annual volumes 1800-09 (volume numbers 22-30).

Dawson, J. W., *Notes on Newport Ship-building.*

Hilhouse Draughts

Powell, J. W. Damer, Notebooks.

Register Books, Bideford.

do. Bridgwater.

do. Chepstow.

do. London.

ii. 'Corporation' Registers

Through the courtesy of the Secretary of *Lloyd's Register of Shipping* the writer was enabled to use the Society's library containing a copy of every register issued since 1800 as well as a number for earlier years. These were of great value in tracing the earlier history of many of the vessels, and also in clearing up doubts regarding dimensions, dates and identities in a number of cases.¹ The books used were the annual *Register*

¹ The registers previous to 1834 are, however, of limited value to the student of local shipping history for they do not incorporate a column headed 'Port belonging to,' as in later registers. It is therefore impossible simply to list the vessels of any one port, and the recognition of these must depend on the student's memory for owners' and masters' names.

of *Ships* ('The Green Book'), issued by a Society of Underwriters from about 1760 until 1833, and its rival, the annual *Register of Ships* ('The Red Book'), issued by a Committee of Ship Owners from 1799 until 1833. These two books were amalgamated and from 1834 appeared as *Lloyd's Register of British and Foreign Shipping*. Except for the minor titular change to *Lloyd's Register of Shipping*, the series has been maintained to the present day. Other copies of these registers, in private and public libraries, have also been consulted.

iii. Principal Published Sources

In the course of compiling the notes every issue of the local newspapers from 1800 to 1838 has been scanned, as well as a number of later issues. During most of this period the *Bristol Presentment* was published weekly in the Press as well as in the form of a leaflet which appeared twice a week. These were published by a 'Sub-patentee' by authority of the Board of Customs. The following are the principal journals consulted:

Bonner and Middleton's Bristol Journal.

The Bristol Gazette.

The Bristol Mirror.

The Bristol Times.

The Bristol Times and Mirror.

Felix Farley's Bristol Journal.

Board of Trade Casualty and Wreck Returns.

Bristol Directories (various).

Mercantile Navy List.

Parliamentary Papers.

Powell, Commander J. W. Damer, *Bristol Privateers and Ships of War* (Bristol: Arrowsmith, 1930).

iv. Secondary

Biddlecombe, G., *The Art of Rigging*. . . (London: Charles Wilson, 1848).

Burt, F., *Cross-Channel and Coastal Paddle Steamers* (London: Richard Tilling, 1934).

Claxton, C., *The Logs of the First Voyage made with the Unceasing Aid of Steam, between England and America, by the Great Western of Bristol* (Bristol: Mirror Office, 1838).

Falconer, W., *Marine Dictionary* (First Edition, 1769; Second Edition, 1815, Reprinted as *The Old Wooden Walls*, London: W. and G. Foyle, Ltd., 1930).

Farr, G. E., 'The Great Western,' *The Mariner's Mirror*, XXIV (1938), pp. 131-152.

Hardy, H. C., *A Register of Ships Employed in the Service of the Honourable the United East India Company from the Year 1760 to 1812* (London: 1813).

Latimer, J., *The Annals of Bristol in the Nineteenth Century* (Bristol: W. and F. Morgan, 1887).

'A Passenger', *A Narrative of the Loss of the Kent, East Indiaman, by Fire, in the Bay of Biscay, on the 1st March, 1825* (Edinburgh: 1825).

Pope, C., *The Merchant, Ship Owner, and Ship Master's Import and Export Guide* (Fifteenth Edition, London: Baldwin and Cradock, 1831).

Porter, G. R., *The Progress of the Nation* (Second Edition, London: John Murray, 1847).

Shaw, F. H., *Famous Shipwrecks* (London: Elkin Mathews and Marrot Ltd., 1930).

Spolasco, Baron, *Narrative of the Wreck of the Steamer Killarney during her Passage from Cork to Bristol* (Cork: F. Jackson, 1838).

Wells, C., *A Short History of the Port of Bristol* (Bristol: J. W. Arrow-smith, 1909).

Williams, G., *History of the Liverpool Privateers. . . .* (London: W. Heinemann, 1897).

Annual Register.

Illustrated London News.

Journal of Commerce (Liverpool).

The Life-boat.

Nautical Magazine.

ABBREVIATIONS

B.A.G.	. . .	City Art Gallery, Bristol.
B.G.	. . .	<i>Bristol Gazette</i> .
B.M.	. . .	<i>Bristol Mirror</i> .
B.O.T.	. . .	Board of Trade.
B.P.S.W.	. . .	<i>Bristol Privateers and Ships of War</i> , by Commander J. W. Damer Powell, D.S.C., R.D., R.N.R. (Bristol: Arrowsmith, 1930).
B.T.	. . .	<i>Bristol Times</i> .
B.T. & F.F.	. . .	<i>Bristol Times and Felix Farley's Bristol Journal</i> .
B. & M.B.J.	. . .	<i>Bonner and Middleton's Bristol Journal</i> .
Cas. Rets.	. . .	Casualty Returns periodically published by the Board of Trade.
F.F.B.J.	. . .	<i>Felix Farley's Bristol Journal</i> .
h.p.	. . .	Horse power.
H.P.B.	. . .	<i>A Short History of the Port of Bristol</i> , by Charles Wells (Bristol: Arrowsmith, 1909).
L.R.	. . .	<i>Lloyd's Register of British and Foreign Shipping</i> .
mge.	. . .	Mortgage.
M.N.L.	. . .	<i>Mercantile Navy List</i> .
M.R.	. . .	<i>The Register of Shipping</i> (The Merchants' Register, or 'Red Book').
N.B.	. . .	New Brunswick.
n.m.	. . .	New measurement (of tonnage).
o.m.	. . .	Old measurement (of tonnage).
-pdrs	. . .	Prefixed by a figure indicates the weight of shot and is a guide to the size of the guns.
P.E.I.	. . .	Prince Edward Island.
T. & M.	. . .	<i>Times & Mirror</i> (Bristol).
U.R.	. . .	<i>The Register of Shipping</i> (The Underwriters' Register, or 'Green Book').
(1A/56),		
(2A/39), etc.	. . .	Refer to Transfer volumes (see Introduction, p. 15).

GLOSSARY OF MARITIME TERMS

(The simplified technical definitions are based on Falconer's Marine Dictionary [Second Edition, 1815], and Biddlecombe's The Art of Rigging [1848].)

BADGES. Quarter badges were ornamental carvings placed on the outside of the ship at the stern. They were sometimes mentioned in registers as an aid to identification.

¹BARQUE. A vessel with three or more masts, the aftermost, or mizen mast, being without square sails.

BOWSPRIT. A large boom projecting over the stem, or fore-part of the ship, and forming the lower support of the head sails. In the larger ships, *i.e.*, in all that are described in this work, this boom was fixed and termed a 'Standing Bowsprit.' On smaller craft it was moveable to assist working in small harbours and to allow of reduction of sail area in gales. It was then termed a 'Running' or 'Lifting Bowsprit.'

BREADTH. Under the 'old measurement' rules the breadth given in the register was the extreme breadth in the broadest part of the ship, and the same figure was used in the calculation of tonnage. It was stated if this measurement was taken above or below the main wales (strengthening timbers placed along the side of the ship, usually at main deck level). This was necessary because ships of the period often had great 'tumble-home,' *i.e.*, they noticeably tapered and reduced in breadth above main deck level. With the 'new measurement' and later rules (1836 and after), the register breadth was taken amidships and was merely an identification figure. The breadth used in computing tonnage was then a mean breadth derived from a number of measurements taken when the ship's hold was empty.

¹BRIG and BRIGANTINE. Vessels with two masts, originally identical in rig (see Falconer). Biddlecombe states that whereas the brig had square sails throughout on both masts, the brigantine was brig-rigged on the foremast, but schooner-rigged on the mainmast. In other words she had only the upper square sails on the mainmast. In more modern times the brigantine carried square sails only on the foremast.

BREAK. A transverse gap in a deck.

¹ See footnote on p. 26.

CARRONADE. A short-barrelled gun which fired a larger ball a shorter distance than the usual naval guns. They were used for close fighting.

CARVEL. A system of building whereby the planks are laid edge to edge in contradistinction to clinker or clench built, where they overlap. All larger wooden ships were carvel built. When iron ships were introduced the plating had to overlap for riveting and the term clench-built was adopted in many cases to describe them, but being somewhat of an anachronism, its use was not universal.

CLENCH or CLINKER. A system of building wooden ships whereby planks overlap. Its converse is 'carvel' (*q.v.*).

CONSTANT TRADERS. As their name implies, were vessels intended to sail regularly, with or without cargo, to a named destination.

¹CUTTER. A single-masted vessel with fore-and-aft sails but which, at this period, often set a square top-sail.

DECKS. The planked 'floors' of a ship. A 'flush' decked ship had her upper deck a solid and continuous line from stem to stern. The 'quarter-deck' (sometimes 'raised quarter-deck' or 'high quarter-deck') was above the upper deck, but reached only from the stern to the gangway approximately amidships. The 'half-deck' was the part under the quarter-deck. The 'poop deck' was a short deck situated high and right aft.

DEPTH. The depth measurement given in the register was the depth of the hold. It must not be confused with draught, the depth of water needed to float the ship.

FRIGATE BUILT. A term corresponding roughly with the modern 'well-decked ship' as opposed to 'flush-decked' (see DECKS).

GALLERIES. Quarter galleries were projecting covered balconies on each side of the ship at the stern. They were sometimes mentioned in registers as an aid to identification. 'Sham' or 'false' galleries, *i.e.*, ornamental work in the form of galleries, were also common.

GALLIOT. A type of vessel formerly much favoured in Holland, of which numbers reached English owners as prizes. Their rig varied, but was often that of a topsail ketch, *i.e.*, two-masted, the foremost mast being the taller, or mainmast, and carrying a fore-and-aft mainsail and a small square topsail above. The aftermost mast, or mizen, was short and carried fore-and-aft sails.

HEAD. The 'head', was an ornamental finial for the stem-post, but the word is often incorrectly regarded as an abbreviation of 'figure-

¹ See footnote on p. 26

head.' If it was a 'figurehead' proper it could take the form of a bust, half-length, three-quarter-length or full-length figure of a human being or animal. A 'scroll' head was a somewhat simpler carving of side whorls possibly with a central shield bearing a heraldic device. Scroll heads were divided into two classes, 'fiddle' heads which curved upwards and outwards, and 'billet' heads which curved upwards and inwards. A 'gammon knee' was a right-angled timber which was usually carved ornamentally, but fulfilled the essential function of holding the gammoning or turns of rope which held the bowsprit in place.

HEIGHT. The height measurement given in the register was the distance between decks in a vertical line. It ceased to be recorded with the introduction of 'new measurement' in 1836.

KETCH. A two-masted vessel with mainmast and mizen. Nowadays fore-and-aft rigged, but at this period often set a square topsail on the mainmast.

LENGTH. The length measurement in a register was the extreme length aloft, under 'old measurement' rules, but under 'new measurement' it was the upper deck length, which would be shorter than the former by the omission of the stem and stern post thicknesses.

MASTS. The 'mainmast' is, properly, the tallest mast of the vessel. The 'foremast' is the foremost one and the 'mizen' is the aftermost one. Thus a three-masted vessel would have, from bows to stern—fore, main and mizen masts. With the two-masted schooner, brig and brigantine, the aftermost was the mainmast, but with the ketch (and smaller craft such as the dandy and yawl, not found in this work), the foremost was the mainmast. The snow (*q.v.*) had an additional rudimentary mast aft, called a 'trysail mast'. When four-masted vessels were introduced the names were usually fore, main, mizen and jigger. With numbers greater than four the names were not standardised. The *Great Britain* originally had six masts which were named by her designers fore, main, one, two, three and four, but the crew named them after the days of the week, Monday to Saturday (there being no Sunday at sea to their way of thinking).

POSTING. A posted entry in one of the 'corporation' registers was an amendment or addition made after the original printing. For ship owners residing in London this service was performed by the printers, using hand stamps. In the provinces postings were made by hand.

REGISTER. At the present time the term register, when referring to ships, is popularly applied to several things and can therefore be a source of confusion. The ship's register is normally kept by the

Registrar of her home port and an extract entitled a 'Certificate of Registry' is issued to the ship's master as a means of identification and proof of her ownership. The master will often inaccurately refer to it as his 'register'. Another form of register is the periodical volume containing particulars of all the vessels classed by a corporation or society of underwriters (*e.g.*, *Lloyd's Register*, *Bureau Veritas*, etc.), but these would more accurately be termed 'lists' as the Crown is careful to do in the case of its own similar publication the *Mercantile Navy List*.

ROUND HOUSE or ROUND ABOUT HOUSE. An erection usually on the poop or on the quarter-deck. Being thus in the most airy part of the vessel it provided accommodation for officers or privileged passengers.

RUNNING SHIP. An armed ship licensed to sail without convoy.

SAILS. The sails of Northern European types of vessel broadly fall into three categories, viz. square, fore-and-aft and lug. The last named is not met in vessels of the size covered in this book. Square sails are rectangular in shape with the upper and lower edges parallel and are set on yards normally at right angles to the keel of the ship. Fore-and-aft sails can be rectangular, with no edges parallel, or triangular, and are set normally in line with the keel of the ship.

¹**SCHOONER.** A vessel with two or more masts rigged in rather lighter fashion than brigs and vessels of larger categories. The sails of the schooner have changed considerably from time to time, but the basic sail-plan embodies gaff mainsails on all masts (*i.e.*, fore-and-aft mainsails). At the beginning of the nineteenth century schooners also carried square sails on the foremast and square topsails on the mainmast. Later the square rig was reduced to fore-topsails, and a class of schooner has now evolved with nothing but fore-and-aft sails.

¹**SHIP.** Although used as a generic term for all types of vessel larger than a boat, the term ship, to a seafarer of the old school, indicates a 'full-rigged ship'. This is a vessel with three or more masts all of which carry square sails throughout.

¹**SNOW.** A snow was rigged as a brig, but had an additional rudimentary mast stepped immediately aft of the mainmast to carry the fore-and-aft mainsail. By this means there was no interference with the

¹ It should be pointed out that the practice of classifying a vessel by the rig of her masts did not commence until the end of the eighteenth century. Previously the terms ship, barque, brigantine, etc. referred to the shape and characteristics of the hull, irrespective of the rig. There was a period of transition in which the various rigs were rather loosely defined and this coincided with a period of development in naval architecture largely brought about by the Wars. The position was more or less stabilised by Biddlecombe's time (1848), but developments and improvements in rig went on during the remainder of the century.

working of the square mainsail which was set on the mainmast itself. Two of the registers which follow, *i.e.*, *Oscar* (1809) and *Dart* (1815), mention two trysail masts, but this is thought to be a clerical error.

SQUARE RIG. The term covers the larger types of sailing vessel carrying square sails. It was used in registers all too frequently when a more specific term would have been preferable.

STERN. The description of the stern, or after-end of the vessel, was of great importance for identification purposes. 'Square' and 'round' stern are self-explanatory, and the terms were used in registers to describe many variations in shape. 'Counter' stern is a misuse of a term which correctly describes the under part of the stern where it overhangs aft of the stern-post, irrespective of the shape of the stern above. It is probable that in using 'counter' the registration officials indicated one of the round stern forms where the overhang was particularly noticeable.

TONNAGE. The various tonnage rules were described in the Introduction. A quick method of noting by which rule an early tonnage measurement was obtained, is by observing to what fraction the figure is taken. If to 94ths the tonnage is by old measurement. If to 3,500ths it is by new measurement and in the same period 92·4ths were used for calculating such spaces as engine rooms, half-decks, etc. Decimal figures usually indicate measurements under the Merchant Shipping Act, which came into force 1 May 1855.

THE TEXT

VENUS. Built at Bristol, 1786.

No. 91, 8 DEC. 1825.

Previous registry, London No. 314 in 1813.

388½ tons; length 116'; breadth (below) 27' 6"; height 4' 4".

2 decks; 3 masts; ship rig; square stern; quarter galleries; a half-figure head.

Owners: Thomas Daniel, Bristol, and John Daniel, London, merchants trading as Thomas Daniel and Sons (48 shares); with John Willway Phillips, mariner, Bristol (16 shares).

Master: J. W. Phillips.

26 Oct. 1826; J. W. Phillips sold 16 shares to T. and J. Daniel.

5 July 1828; T. and J. Daniel sold the whole to William Scott, merchant, Bristol.

Registered anew No. 37 in 1828, on change of property.

No. 37, 8 JULY 1828.

Constructional details as above, except now 1 deck; barque rig; no galleries; and depth 22' 7" given in place of height.

Owner: William Scott, merchant, Bristol.

Masters: Mark Whiteway. 19 July 1828, Arthur Vickery. 26 May 1829, John Brown.

5 Mar. 1830; George Smith, jr., copper merchant; William Johnson, oil merchant; and Henry Pritchard, jr., oil merchant; all of Bristol, assignees of the estate and effects of William Scott, bankrupt, sold 32 shares to William Dixon, merchant, and 32 to John Butters, mariner, both of Liverpool.

Registry transferred to Liverpool.

In 1800 the *Venus*, 286 tons, was owned by S. and J. Span of Bristol, and traded to St. Kitts. In 1809, she was owned by Brice and Co. and still classed as a 'constant' St. Kitts trader. She was lengthened in 1810, making her 390 tons measurement. Although registered at London in 1813, as noted above, she continued to sail from Bristol, but now to Barbados. *M.R.* 1816 shows her as owned by A. Hunt. On 21 Oct. 1818 while outward bound for Barbados, she became entangled in the moorings of a brig just outside Cumberland Basin, ran aground, and was thrown athwart the stream by the tide. Although she was secured on the following tide, the damage was sufficient to necessitate rebuilding. One of her earlier masters was A. Hunt (1800-4), and J. W. Phillips assumed command in 1805. Dixon and Co., Liverpool, were her owners from 1830 until she dropped from *L.R.* between 1843-5 and for them her usual voyage was to Savannah.

SEVERN. Built at Bristol, 1787.

No. 105, 27 DEC. 1825.

Previous registry, Bristol No. 2 in 1813.

306 $\frac{1}{2}$ tons ; length 92' 9" ; breadth (above) 27' 9" ; height 5' 10".

2 decks ; 3 masts ; ship rig ; square stern ; no galleries ; no head.

Owners : James Wason, George Eveleigh Kiddell and William Hood, brokers, trading as Wason, Hood and Company, Bristol.

Master : Charles Heath.

14 Dec. 1827 ; the whole sold to Charles Frederick Sage, merchant, Bristol.

Registered anew No. 65 in 1827, on change of property.

No. 65, 15 DEC. 1827.

Constructional details as above.

Owner : Charles Frederick Sage, merchant, Bristol.

Master : Charles Heath.

Registry closed at Barbados, 28 April 1828.

The *Severn* was, from 1800 if not earlier, owned by Daniel and Co., and plied between London and Barbados until 1806, when she commenced sailing from Bristol. In 1814 she was advertised by Wason and Hood, later styled Wason, Hood and Co., but remained a Barbados trader, apart from isolated voyages to New Brunswick, Wilmington, St. Petersburg and Pernau. Other masters were—E. Weston (1801), Warren (1806), W. H. Powell (1807–11), Cox (1811), Francis Holladay (1813–9, and 1821–2), David Jones (1820), Edward Robe (1823–4), and Charles Heath (from 1824).

PILGRIM. Built at Bristol, 1787.

No. 61, 20 DEC. 1814.

Previous registry, Bristol No. 106 in 1787.

306 $\frac{1}{2}$ tons ; length 105' 8" ; breadth 27' 6" ; height 5' 2".

2 decks and a raised quarter deck ; 3 masts ; ship rig ; square stern ; quarter galleries ; a figure head.

Owners : Robert Bush, John Elton, James Elton, Hugh Duncan Baillie, James Evan Baillie, William Elton, Lowbridge Bright and Richard Bright ; all merchants, Bristol.

Master : David Prosser.

9 Dec. 1819 ; the whole sold to Daniel Heatley, ship owner, South Shields.

Registered anew, Newcastle No. 40 in 1820 ; 19 April 1820.

The *Pilgrim* was apparently built by Hilhouse, for the *Hilhouse Draughts* contain a sheer plan (fol. 111). She was owned, at least from 1800, by Baillie and Company, and was a St. Kitts trader. Some of her masters were—James Baxter (1800–1), G. Phillips (1801–6), Bullpin (1807), W. Tapprell (1807–12) and David Prosser (from 1812).

KING DAVID. Built at Bristol, 1790.

No. 47, 12 Nov. 1818.

Previous registry, Nevis No. 3 in 1818.

275 $\frac{3}{4}$ tons ; length 103' ; breadth (above) 24' 8" ; height 6'.

2 decks ; 3 masts ; ship rig ; square stern ; no galleries ; no head.

Owners : Jeremiah Ames and Charles Pinney, merchants, Bristol.

Master : William Scarth.

17 Oct. 1822 ; C. Pinney sold one-eighth to Thomas Corry, gentleman, Bristol.

Registered anew No. 32 in 1823 ; 27 Sept. 1823.

The *King David* was shown as owned by Pinney and Co., in registers of 1801 and 1816, and in one for 1809 by Tobin and Co., an apparent anomaly which is explained by the fact that the Pinneys and Tobins were at one time in partnership. The vessel was advertised for sale by auction at the Exchange Coffee House in August, 1811, and this may indicate that there was a change in the proportions held by the partners. Until 1818 her tonnage was given as 227 $\frac{1}{2}$, and she was employed in the St. Kitts and Nevis trade until 1823, when she commenced a few voyages to Prince Edward Island, but is not noted in local arrivals and sailings after being reported 'arrived out' in July, 1824. Some of the *King David's* masters were—J. Shilstone (1800-10), William Scarth (1810-6), Edward Robe (1816-7), William Scarth (1817-23), and Robinson (1823-4).

OCEAN. Built at Bristol, 1792.

No. 5, 30 JAN. 1815.

Previous registry, Bristol No 3 in 1812.

251 $\frac{3}{4}$ tons ; length 98' 6" ; breadth (above) 25' 7" ; height 4' 6".

2 decks ; 3 masts ; ship rig ; square stern ; quarter badges ; no head.

Owners : Henry Hooper and William Peter Lunell, merchants ; Andrew Pope, banker ; Thomas Churley Baker and George Clutsam, mariners ; all of Bristol.

Master : Thomas Churley Baker.

Registered anew at London, No. 258 in 1816 ; 4 Oct. 1816.

The *Ocean* was a West-Indiaman, originally owned by L. and R. Bright, and about 1810 was purchased by Bush, Elton and Bush. In October, 1814 she was advertised for sale by Henry Hooper. Her armament in 1801 was twelve 4-pdr guns. Some of her masters were—James Jolly (1800-4), W. Tapprell (1804-5) and George Clutsam (1807-14).

FLORA. Built at Bristol, 1794.

No. 37, 30 OCT. 1815.

Previous registry, Bristol No. 43 in 1810.

402 $\frac{1}{2}$ tons ; length 107' ; breadth (above) 29' 8" ; height 6' 4".

2 decks ; 3 masts ; ship rig ; square stern ; no gallery ; billet head.

Owner : William Scott, merchant, Bristol.

Masters : Thomas Powell. 15 Mar. 1819 (London), Hector McLean.
Registered anew at St. John, N.B., No. 30 in 1819 ; 29 May 1819.

No. 49, 22 DEC. 1831.

Previous registry, St. Andrews, N.B., No. 40 in 1825.

Constructional details as above, except now barque rig.

Owner : Davis Hewson, ship owner, Bristol.

Masters : Davis Hewson. 15 Mar. 1832, William Lewis.

17 Dec. 1831 ; Alexander Sinclair and John Powell, merchants, London,
assignees of the estate and effects of Christopher Scott, late of St.
Andrews, N.B., now of Bristol, bankrupt, sold the whole to Davis
Hewson.

Vessel lost 1836.

This vessel was first owned by Miles and Company, and advertisements of
sailings indicate that she was bought by William Scott in 1809. Until
1816 she almost exclusively plied between Bristol and Jamaica, but after
that year seldom visited our port. Damer Powell (*B.P.S.W.*, p. 314),
notes that she repulsed an attack by a French privateer in the St. George's
Channel in September, 1814. The *Flora's* master from 1800 to 1809 was
V. Baker, and Thomas Powell first commanded her in 1810.

CHARLOTTE. Built at Bristol, 1797.

No. 6, 3 MAR. 1819.

Previous registry, Bristol No. 34 in 1811.

275 $\frac{1}{4}$ tons ; length 94' 10" ; breadth (above) 26' 10" ; height 4' 9".

2 decks ; 3 masts ; ship rig ; square stern ; quarter galleries ; no
head.

Owner : William Scott, merchant, Bristol.

Master : Mark Whiteway.

Registered anew No. 9 in 1821 ; 29 March 1821.

No. 62, 1 JUNE 1826.

Previous registry, Bristol No. 9 in 1821.

285 $\frac{1}{4}$ tons ; length 96' ; breadth (above) 26' 11" ; height 5' 1".

2 decks and a quarter deck ; 3 masts ; barque rig ; square stern ; no
galleries ; a figure head.

Owner : William Scott, merchant, Bristol.

Master : Mark Whiteway. 16 Oct. 1826, William Spuryer.

13 Mar. 1830 ; George Smith, jr., copper merchant ; William Johnson,
oil merchant ; and Henry Prichard, jr., oil merchant ; Bristol, assignees
of the estate and effects of William Scott, merchant, Bristol, bankrupt,
sold 32 shares to each William Cross, ship broker, and William Brass,
ship owner, Bristol.

Registered anew No. 29 in 1830.

No. 29, 24 APRIL 1830.

Constructional details as above, but head 'a female figure'.

Owners: William Cross, ship broker, and William Brass, ship owner, Bristol, 32 shares each.

Masters: Robert Dodds. 19 Sept. 1831, Thomas Shaw.

Vessel lost at Newfoundland, 1835.

The *Charlotte* was a 'constant' Jamaican until 1811, first owned by Munckley, and later by Gibbs and Company. From 1812 to 1815 she was owned by J. Pocock and sailed to various West-Indian ports. From 1816, when purchased by William Scott, she sailed mainly to Canada and New Brunswick in the timber trade. Earlier masters were—Fuss (1800 and 1803), T. Gardner (1800–2), Sale (1803–11), N. Pocock (1812–5), and James Seaton (1816–8).

BETSEY. [*Betsy* in U.R. and M.R.] Built at Bristol, 1800.

No. 30, 16 AUG. 1815.

Previous registry, Bristol No. 32 in 1813.

266 $\frac{1}{2}$ tons; length 94' 3"; breadth (above) 26' 3"; height 5' 6".

2 decks; 3 masts; ship rig; square stern; no gallery; a figure head.

Owners: Hugh Duncan Baillie, James Evan Baillie, Robert Bush, William Elton, John Elton and James Elton, merchants, Bristol.

Master: George Mereweather.

Registered anew, No. 38 in 1815.

No. 38, 30 OCT. 1815.

Constructional details as above.

Owners: William Scott, merchant, and William Lund, mariner, Bristol.

Master: William Lund.

Registered anew at Port Glasgow, No. 14 in 1818; 29 Sept. 1818.

The *Betsy* was first owned by the Baillies and usually sailed to Grenada. On 11 Aug. 1813, homeward bound, she was captured off Lundy Island by the U.S.S. *Argus*, and sent with a prize crew for France, but was recaptured by H.M.S. *Leonidas* and carried to Plymouth. In October, 1813, on her next outward passage, she was taken by the American privateer *True-blooded Yankee*, but was again retaken. (See Damer Powell, *B.P.S.W.*, p. 336, and *B.M.*) Her masters were—T. J. Deake (1800), J. Bailey (1800–7), W. Scriffin (1807–12), and George Mereweather (from 1813).

ULYSSES. Built at Chepstow, 1801.

No. 6, 18 FEB. 1822.

Previous registry, Bristol No. 43 in 1807.

385 $\frac{1}{4}$ tons; length 106' 2"; breadth (below) 28' 10"; height 6' 6".

2 decks ; 3 masts ; ship rig ; square stern ; no gallery ; bust head.

Owners : John Irving, merchant, Bristol ; with Nicholas Sturry and William Gibson, merchants, Liverpool.

Master : John Stone. 28 Aug. 1822, G. T. Airey.

Vessel lost 1826. [This must be the year of closure of registry, see below.]

This ship was first owned by Thomas Bowen, Lewis Fisher and Andrew Pope, and was then armed with fourteen 4-pdr guns. Later she was owned by the Baillies and continued her West-Indian sailings until the end of 1821, when, doubtless in changed ownership (see above), she commenced to sail to New York and New Brunswick. An interesting note in the local Press of September, 1802, states that she had taken on board a Lieutenant and twelve men, survivors of the French transport *Minerva*, bound from Dominica to Brest. At the time of her loss the *Ulysses* was first reported 'spoken' on 14 March 1823, when bound from St. Andrews to Liverpool with a timber cargo, and to be then in a damaged state and making six feet of water an hour. Shortly afterwards she was reported to have been abandoned and wrecked near the Blaskets prior to 9th April. Her earlier masters were—Thomas James (1801), Dormer (1802-3), Kempthorne (1804), J. Butters (1805-13, and again 1821), Martin (1814), and Joseph Edwards (1814-21).

ST. ELIZABETH. Built at Bristol, 1803.

No. 37, 12 Oct. 1816.

Previous registry, Bristol No. 11 in 1804.

277½ tons ; length 93' 4" ; breadth (above) 26' 4" ; height 5' 7".

2 decks ; 3 masts ; ship rig ; square stern ; no gallery ; woman head.

Owners : Richard Robinson, Charles Robinson, William Bissett and John Bower, merchants ; with Ann Edwards, widow ; all of Bristol.

Masters : Edward Powell. 3 Nov. 1817, Henry Cherry. 26 Aug. 1818, George Lewis.

29 Sept. 1821 ; W. Bissett sold his share to James Lyon, merchant, Bristol.

10 Dec. 1822 ; J. Lyon sold one-fourth to E. V. Paul, merchant, Bristol.

Registered anew at London, No. 249 in 1823 ; 23 Aug. 1823.

This vessel was a Jamaican throughout her local career, and was probably owned by much the same partnership as that detailed in the register above. In 1809-10 she was advertised by Thomas Bower ; between 1813-7 by Bower, Robinson and Bissix (*sic*) ; and in the following years by Bower and Robinson. One untoward incident in her career was reported in February, 1816 ; she had been "attacked off Altavela by a Carthaginian privateer which she beat off." Earlier masters were—Samuel Lovell (1804-11), George Phillips (1812-5), and Edward Powell (from 1815).

ST. VINCENT. [*St. Vincents* in some numbers of *L.R.*]

Built at Bristol, 1804.

No. 117, 30 DEC. 1825.

Previous registry, Bristol No. 7 in 1823.

492½ tons; length 117' 5"; breadth (above) 31' 2"; height 6' 8".

3 decks; 3 masts; ship rig; square stern; quarter galleries; bust head.

Owners: Philip John Miles (48 shares), and George Hilhouse (16), merchants, Bristol.

Masters: Thomas Geen. 20 Oct. 1840, James Cooke. 17 Jan. 1844, John Freeland Sanders.

2 Nov. 1844; G. Hilhouse sold 16 shares to Henry Bush, merchant, Bristol.

1 June 1845; H. Bush sold 16 shares to Philip William Skinner Miles, merchant, Bristol.

Registered anew, No. 59 in 1845.

No. 59, 16 Oct. 1845.

Constructional details as above.

Owners: Philip William Skinner Miles, John William Miles and William Miles, esquires, Bristol, executors of the late Philip John Miles, deceased (48 shares); Philip William Skinner Miles, esquire, Bristol (16 shares).

Master: Thomas Furlong.

Vessel broken up in 1860. Register closed 28 Feb. 1863.

This ship was built by Hilhouse and a sheer plan is preserved in the *Hilhouse Draughts* (fol. 106), while there is a half-model in the collection at the Albion Dockyard. At the time of her launch on 9 July 1804 she was described as 'the largest West-Indiaman in the port.' Her first owners were the Protheroes. She was advertised for sale by auction in July, 1807, and the next occasion on which a clue is given as to her ownership is in 1816 when her sailing advertisement is by Robert Claxton and Son. Between 1818 and 1821 she passed from B. T. Claxton to Messrs. Miles and Kington. Throughout her life she was employed in the West India trade with the exception of isolated voyages to Canada and an interlude of war service in the Black Sea during the Crimean War. She was reported to have seen pirates in August, 1845, but few other untoward incidents are recorded until December, 1859, when she was severely buffeted at the commencement of a passage to Trinidad. She lost her bowsprit and foremast, and sustained other damage which necessitated running for Dartmouth. (See *B.M.* 14 Jan. 1860 for a long account.) After being towed to Bristol she was sold to ship-breakers. Masters before the registers above were—Simpson Bell (1804–12), Drew (1812–4), Thomas Smith (1814–21), and Thomas Geen (from 1822). Of later masters, Furlong remained until 1855 and was followed by P. Stark and C. Cook.

EDWARD. Built at Bristol, 1804.

No. 57, 12 DEC. 1814.

Previous registry, Bristol No. 63 in 1807.

385 $\frac{3}{4}$ tons ; length 103' 6" ; breadth (above) 29' 7" ; height 6'.

Owners : William John Smith, John Chalmers Rose and Thomas Daniel, merchants, and James Drewe, jr., mariner, all of Bristol ; with John Daniel, Henry Brooke and Charles Brook, merchants, of London and Richard Rees, merchant, Isle of St. Vincent.

Masters : William Drew. 17 Oct. 1817, Thomas Pill. 10 Nov. 1818 (London), John Drew. 26 Oct. 1819 (London), James Douglas.

Registered anew at London, No. 278 in 1820 ; 11 Nov. 1820.

The *Edward* was built for the Protheroes and, for them, sailed to Jamaica. It is probable she changed hands in 1807 when she began sailing to Nevis. Her earlier masters were—T. Powell (1805-9), and Smith (1809-14).

JOAN. Built at Barnstaple, 1804.

No. 27, 23 JUNE 1814.

Previous registry, Bristol No. 18 in 1806.

153 $\frac{3}{4}$ tons ; length 74' 5" ; breadth 22' 8" ; height (after hatchway) 5' 1".

1 deck and a half-deck ; 2 masts ; brig rig ; square stern ; no gallery ; no head.

Owners : John Thomson and William Scott, Bristol ; Archibald McGown and Archibald Law, Greenock ; all merchants.

Masters : William Tapprell. 8 July 1814 (Portsmouth), William Lund. 21 Feb. 1815, R. H. Thomas. 30 Jan. 1817, E. M. Papley.

20 Dec. 1816 ; J. Thomson, W. Scott, A. McGown and the executors of A. Law sold the whole to Edward Manning Papley, merchant, Clifton. 11 Jan. 1817 ; E. M. Papley sold one-sixth to Henry Cook, mariner, Bristol.

Registered anew at Port Antonio, No. 9 in 1817 ; 24 July 1817.

The *M.R.* for 1809 names McGown as the owner of this brig, and advertisements of 1811 name John Thomson, thus it is fairly certain she was first owned by much the same partnership as that detailed above. She was a Quebec trader until purchased by E. M. Papley in 1816. In September, 1805, it was reported that she had been taken by the Spanish corvette *Prince of Peace*, but she was abandoned by her prize crew on the approach of the Guernsey privateer *Ann*, and retaken. On 1 May 1814, she was taken by an American privateer, but retaken on the 10th by the *Sterling Castle*. Earlier masters were—J. Smith (1805-9), Bullpin (1811), and Duncan Thomson (1813-4).

BRISTOL. Built at Bristol, 1806.

No. 87, 26 Nov. 1825.

Previous registry, Bristol No. 58 in 1806.

459 $\frac{1}{2}$ tons ; length 109' 10" ; breadth (above) 30' 10" ; height 5' 11".

2 decks ; 3 masts ; ship rig ; square stern ; no galleries ; dragon head.

Owners : John Vaughan and Philip Vaughan, co-partners trading as J. and P. Vaughan (58 shares) ; with Thomas Harvey (8) ; all merchants, Bristol.

Master : Joseph Tripp.

12 Oct. 1831 ; J. and P. Vaughan and Ann Harvey, widow of Thomas Harvey, sold the whole to William Brass, ship owner, Bristol.

Registered anew No. 45 in 1831, on change of property.

No. 45, 3 DEC. 1831.

Constructional details as above.

Owner : William Brass, ship owner, Bristol.

Masters : Edward Forster. 1 Jan 1833 (Plymouth), Richard Pritchard.

Registered anew No. 18 in 1833, on change in description.

No. 18, 2 JULY 1833.

Constructional details as above, except now barque rig.

Owner : William Brass, ship owner, Bristol.

Masters : Richard Pritchard. 3 April 1834 (Liverpool), Robert Mather.

11 Oct. 1834, Anthony Herbert.

Ship lost at Dover, 1835.

A sale notice of September, 1831, names the builder of the *Bristol* as James. Until that date she was a Jamaicanman, originally owned by J. Maxse and Company, later by Vaughan and Longmore, and from 1820 by J. and P. Vaughan. Earlier masters were—Bailey (1806), Thomas Harvey (1807-19), Thomas Harvey, jr. (1820-4), and Payne (1825).

SEVERN. Built at Bristol, 1806.

No. 10., 18 FEB. 1825.

Previous registry, Bristol No. 1 in 1809.

478 $\frac{1}{2}$ tons ; length 113' 5" ; breadth (above) 31' 6" ; height 5' 10".

2 decks ; 3 masts ; ship rig ; square stern ; quarter galleries ; figure head.

Owner : John Irving, merchant, Bristol.

Masters : Christopher Claxton. 9 Sept. 1825, Gabriel Forster. 3 Feb.

1831, Richard Radford. 24 Oct. 1831, Thomas Sandon. 25 July 1833

(London), Adam Dixon. 25 Aug. 1834 (London), Charles Timothy

Stewart. 26 Mar. 1835, Thomas Brown.

29 Sept. 1834 ; J. Irving sold 10 shares to John Irving, jr., merchant, Bristol.

21 Aug. 1835: J. Irving, sr., sold 8 shares to George Pocock Irving, merchant, Bristol.

11 Nov. 1835; G. P. Irving sold 8 shares to J. Irving, sr.

Registered anew No. 11 in 1836, on alteration in description.

No. 11, 5 APRIL 1836.

Constructional details as above, except now barque rig and no galleries.

Owners: John Irving (54 shares), and John Irving, jr. (10), merchants, Bristol.

Masters: Charles Skirling. 1 May 1837, Edward Purse. 30 Aug. 1838, William Johns.

Vessel abandoned at sea, 1838.

A sale advertisement of January, 1820, states the *Severn* was built by Hilhouse, Sons and Co. She was a West-Indiaman usually sailing to Nevis. She was first owned by the Claxtons and from 1820 by Philip Protheroe and John Savage. The *B.M.* for 29 Dec. 1838 stated that the *Severn* (Johns), from Miramichi for Bristol, was abandoned at sea in Lat. 48°N., Long. 31°W., with 16 feet of water in her hold. The crew were saved by the *Russel* of New York, bound from New Orleans for Havre. Earlier masters of the *Severn* were—Etheridge (1806-7), J. Drew (1807-14), E. J. Power (1814-9), Warren (1820), and Christopher Claxton (from 1821).

STEADFAST. Built at Bristol, 1807.

No. 92, 8 DEC. 1825.

Previous registry, Bristol No. 46 in 1807.

453½ tons; length 118' 4"; breadth (above) 30' 8"; height 5' 9".

2 decks; 3 masts; ship rig; square stern; quarter galleries; dragon knee head.

Owners: Thomas Daniel, Bristol, and John Daniel, London, merchants and co-partners trading as Thomas Daniel and Sons.

Master: Thomas Barton.

Registered anew No. 57 in 1828, on change in description.

No. 57, 27 DEC. 1828.

Constructional details as above, except now 'man head'.

Owners and Master: as above.

[Undated, but evidently early 1840]; T. Daniel and Sons sold the whole to Frederick William Green, ship builder, Bristol.

28 Feb. 1840; F. W. Green sold the whole to Richard Pinney, ship builder, Poole.

Registered anew at Poole in 1840.

The *Steadfast* is depicted in a water-colour at the *B.A.G.*, entitled 'The Station between the Two Mud Docks,' by T. S. Rowbotham, 1826. She

was owned by the Daniels from her launch, and employed in their Barbados trade. Earlier masters were—George Sands (1807–15), Dawson (1816–7), and T. Barton (from 1817). At Poole she was purchased by Captain Laurence Tulloch and sailed in various trades, including Africa and Quebec. She was lost at the Magdalen Islands on 8 Dec. 1845, when bound from Quebec to Bristol.

WILLIAM MILES. Built at Bristol, 1808.

No. 45, 18 DEC. 1815.

Previous registry, Bristol No. 39 in 1808.

577½ tons; length 127' 8"; breadth (above) 32' 4"; height (upper deck) 5' 11"; (lower deck) 4' 10".

3 decks; 3 masts; ship rig; square stern; quarter galleries; bust head.

Owners: James Martin Hilhouse, George Hilhouse, Robert Hilhouse, and Josiah Gist, ship builders; with Philip John Miles, merchant, all of Bristol.

Master: William Thorne.

Registered anew at London, No. 88 in 1817; 12 April 1817.

The *William Miles* was launched by Hilhouse on 20 Oct. 1808. Damer Powell (*B.P.S.W.*, p. 317), gives an account of a serious accident on 1 Sept. 1813, when the advent of the press gang caused her crew to desert while the ship was in the inner locks of Cumberland Basin. She was stranded by the falling tide and bilged, but refloated by ingenious means and repaired. The *M.R.* shows her owned by P. J. Miles (and commanded by W. Thorne from 1809), and she was employed in the Jamaica trade. When sold in 1817 she sailed from Bristol for Madras and Bengal under Captain Samuel Beadle. She was broken up in 1846, having latterly been employed in the Mexican Gulf trade. In the *Hilhouse Draughts*, fol. 103 depicts this vessel.

ELIZABETH. Built at Bristol, 1809.

No. 58, 13 DEC. 1814.

Previous registry, Bristol No. 47 in 1811.

515½ tons; length 120'; breadth (below) 31' 2"; height 6' 3".

2 decks; 3 masts; ship rig; square stern; quarter galleries; billet head.

Owners: Richard Drew and James Drew, jr., mariners, Bristol; Anthony Hart, esquire, John Backhouse and Thomas Aston, jr., merchants, London; and Thomas Aston, esquire, Eyford House, Gloucestershire.

Masters: Richard Drew. 26 June 1815 (Basseterre), William Cooksley. 12 Sept. 1818 (London), Thomas Harrison.

25 Sept. 1818; the whole sold to Edmund Read, merchant, London.

Registered anew at London, No. 318 in 1818; 13 Oct. 1818.

In *F.F.B.J.* for 3 June 1809 there was an advertisement of the sale by auction of the stock and trade of William James, Brice and Co., ship-builders, at Wapping. The advertisement mentioned the 'hull of a new ship, copper fastened . . . about 500 tons, 2 flush decks, with . . . stanchions on the upper deck for 20 guns, well calculated for the East or West India trades. Can be finished off without head. . . .' There is little doubt that this hull was completed as the *Elizabeth* for Robert Claxton and Sons, and she was sold at an auction in September, 1814, to Aston and Company. In Bristol ownership she was a West-Indiaman and her earlier masters were—Drew (1809-12), Power (1813-4), and Drew (from 1814).

PILOT. Built at Chepstow, 1809.

No. 55, 22 APRIL 1826.

Previous registry, Bristol No. 46 in 1809.

284 $\frac{3}{4}$ tons; length 93' 7"; breadth (below) 26' 4"; depth 15' 4".

2 decks; 3 masts; ship rig; square stern; no galleries; no head.

Owners: Thomas Daniel, Bristol, and John Daniel, London, merchants and co-partners trading as Thomas Daniel and Sons.

Masters: Thomas Penton. 9 April 1827, Thomas Balsdon.

21 Mar. 1828; the whole sold to George Hilhouse and Charles Hill, ship builders and co-partners, Bristol.

Registered anew No. 22 in 1828, on change of property.

No. 22, 29 MAR. 1828.

285 $\frac{3}{4}$ tons; length 93' 11"; depth 18' 4"; 1 deck; barque rig; bust head; otherwise as above.

Owners: George Hilhouse and Charles Hill, merchants and co-partners trading as George Hilhouse and Co., Bristol.

Masters: Thomas Warren. 8 April 1829, Michael Brace. 5 Mar. 1830, John D. Moore. 8 Jan. 1831 (London), George Blissett. 2 Feb. 1831, John D. Moore.

Registered anew at London in 1836.

The *B.A.G.* contains a water-colour by T. S. Rowbotham, 1826, entitled 'The Dock on the Butts,' which depicts the *Pilot*. She was built for the Daniels and employed in the West-Indian trade. It was reported that on her outward passage in April, 1818, she was stopped by a Spanish insurgent vessel, which demanded provisions. Although they were completely unarmed, Captain Payton mustered his men on deck, and the show of strength is thought to have prevented a boarding. The first masters of the *Pilot* were—William Marshall (1810—he died on board when homeward bound in this year), Barton (1811-5), Stewart (1815-7), Payton (1818-24), Davenhill (1824-5), Lovell (1825), and Payton (from 1825). Later owners of the *Pilot* were Cooper and Co., Cowes, and Alcock and Co., Sunderland, and she dropped from *L.R.* between 1866-8.

FAME. A Prize, then called the *Florentina*, captured by H.M.S. *Plover* prior to the declaration of hostilities against Denmark. Condemned in the High Court of Admiralty, 28 April 1808; certificate of freedom dated 21 July 1808.

No. 20, 2 MAY 1814.

Previous registry, Bristol No. 12 in 1810.

172 $\frac{3}{4}$ tons; length 80'; breadth 22' 6"; height in half-deck 4' 10".

1 deck and a half-deck; 2 masts; snow rig; square stern; no galleries; a carved knee head.

Owners: John Hodder Moggridge, esquire, Llanromney, Monmouthshire; and William Chapman, merchant, Bristol.

Master: William Rodgers.

Registered anew at London, 27 Aug. 1817.

The *M.R.* for 1816 states that the *Fame* was built in Finland in 1806. She appears to have been a general trader in European and Mediterranean waters. In March, 1813, she was advertised for sale having just arrived from Oporto with 362 pipes of wine, John Armstrong, master. Later in the month she was advertised for Petersburg, H. Henry, master.

DOCHFOUR. Built at Bristol, 1810.

No. 59, 27 SEPT. 1825.

Previous registry, Bristol No. 31 in 1810.

383 $\frac{1}{2}$ tons; length 104' 4"; breadth (below) 29' 8"; height 5' 6".

2 decks; 3 masts; ship rig; square stern; false galleries; a figure head.

Owners: Hugh Duncan Baillie, James Evan Baillie and George Henry Ames, trading as Evan Baillie, Sons and Co., merchants (32 shares); Robert Bush and Henry Bush, merchants and co-partners trading as Henry Bush and Son (8); John Bailey, mariner (8); all of Bristol; and Andrew Houstoun, esquire, Isle of Grenada (16).

Masters: John Cundy. 18 Feb. 1826, John Bailey. 12 Dec. 1827, Abraham Keppel. 28 Jan. 1828, William Doble. 11 April 1828 (Grenada), Thomas Shell. 19 Feb. 1833, Henry Small. 25 Nov. 1833, Thomas Shell. 22 July 1833; Robert Houstoun, esquire, Croydon, executor of Andrew Houstoun, deceased, sold 16 shares to John Bailey, merchant, Bristol. 28 June 1834; the whole sold, viz., 32 shares to Ferdinand Beeston, ship owner; 16 shares to John Davis Jones, cooper; and 16 shares to James Tratman, ship-chandler, all of Bristol.

Registered anew No. 25 in 1834, on change of property.

No. 25, 7 JULY 1834.

Constructional details as above, except now 'man figure head'.

Owners: as at 28 June 1834 above.

Masters : William Johns. 24 Aug. 1837, Thomas Thompson. 18 Mar. 1841, Thomas Wakeham.

15 Feb. 1840 ; J. D. Jones, gentleman, sold 16 shares to F. Beeston. Registered anew No. 14 in 1842, on change of property.

No. 14, 15 APRIL 1842.

Constructional details as above, except now barque rig.

Owner : Ferdinand Beeston, merchant, Bristol.

Masters : Thomas Wakeham. 5 Feb. 1846 (Liverpool), William Backe.

11 Sept. 1846, Edwin Merchant.

15 April 1842 ; J. Tratman sold 16 shares to F. Beeston.

Ship lost at Cape Bonhomie, 1846.

The *Dochfour* was launched on 24 March 1810, 'the first since the completion of the Floating Harbour,' by Teast, and was named after the birthplace of Peter Baillie, esquire. She was mainly employed in the Grenada trade. Damer Powell (*B.P.S.W.*, pp. 336-8), gives an interesting account of how the *Dochfour*, and others, encountered the U.S.S. *Argus* off Lundy on 11 Aug. 1813, and how the *Dochfour* escaped attack by an old, but usually successful ruse. The local press of June, 1823, reported that the *Dochfour*, from Grenada, had run aground near Black Rock, in the Avon, and that 'the situation was particularly dangerous.' However, with the help of men from H.M. Cutter *Vigilant*, she was got off on the next tide. Of her eventual loss, the local Press stated she had been bound from Bristol for Quebec, and was wrecked in a snow storm on Cape Bon Arniz, Cape Rosier Bay, on 23 Oct. 1846, all hands saved. Her earlier masters were—Bailey (1810-6, 1818-9, 1821-4 and 1825), Mereweather (1817-8), Prosser (1819-20), and Jones (1824-5).

CHARLOTTE. Built at Bristol, 1810.

No. 16, 20 FEB. 1827.

Previous registry, Bristol No. 36 in 1810.

427 $\frac{3}{4}$ tons ; length 121' ; breadth (below) 28' 1" ; height 6' 6".

2 decks ; 3 masts ; ship rig ; square stern ; no galleries ; figure head.

Owners : Philip John Miles (48 shares), and George Hilhouse (16), merchants, Bristol.

Masters : John Morris. 2 Oct. 1829, John Escott. 21 Sept. 1832, William Kennedy.

20 Sept. 1832 ; the whole sold to Isaac Oldham Bold, merchant, Liverpool. Registered anew at Liverpool, 28 Nov. 1832.

The *Charlotte* was launched by Hilhouses from their Hotwell Road yard on 15 Aug. 1810, and was advertised for Jamaica by Hilhouse, Sons and Co. In the following years she was advertised by P. J. Miles, and in 1821 by Miles and Kington, always to Jamaica. Her earlier masters were—Richard Williams (1810-6), Thorn (1816-8), John Escott (1818-23), and Waters (1824-5). Later *Lloyd's Registers* show that Bold was an Africa

trader, and that he sold the *Charlotte* to Battersby, Liverpool, c. 1845, her voyages being then shown as Bombay or Valparaiso. She drops from the register between 1852-54.

NELSON. Built at Chepstow, 1810.

No. 60, 9 MAY 1826.

Previous registry, Bristol No. 44 in 1811.

381 $\frac{3}{4}$ tons; length 106' 2"; breadth (above) 28' 8"; height 7' 2".

2 decks; 3 masts; ship rig; square stern; no galleries; alligator head.

Owners: Thomas Daniel, Bristol, and John Daniel, London, merchants and co-partners trading as Thomas Daniel and Sons.

Masters: Charles Timothy Stewart. 24 Mar. 1827, Hafod Weir.

Registered anew No. 38 in 1830.

No. 38, 5 JUNE 1830.

Constructional details as above, except now 'bust head'.

Owners: As above.

Master: Hafod Weir.

Registered anew No. 32 in 1835, on alteration in description.

No. 32, 5 NOV. 1835.

Constructional details as above, except now barque rig and 'man bust head'.

Owners: As above.

Masters: Hafod Weir. 20 July 1838, William Chambers.

16 July 1838; the whole sold to Henry Metcalf, ship owner, Tynemouth.

Registered anew at Newcastle, 1839.

The *Nelson* was built for the Daniels, and sailed in their Barbados and Demerara trades. The *B.M.* for 14 June 1834 gives interesting news of her cargo, consisting of 700 hogsheads of sugar from Barbados. This was unloaded, housed, sampled, brought to market, all sold and a part was on its way up the Severn in five working days. Two days later she was loaded again and was to sail, wind permitting. Unfortunately details of the outward cargo are not given. The *Nelson*, in Newcastle ownership, was bound from Bristol for Quebec when she was abandoned at sea on 7 Aug. 1839, after encountering heavy weather in Long. 8°, then having eight feet of water in her hold. The crew were saved. The earlier masters were—Cox (1810-1), Powell (1811-4), Stewart (1814-5), Barton (1815-7), Dawson (1817-8), and Stewart (from 1818).

SOPHIA, Built at Monkwearmouth, 1810.

No. 3, 9 JAN. 1817.

Previous registry, Bristol No. 2 in 1811.

366 $\frac{1}{4}$ tons; length 104'; breadth 29' 6"; height 6' 8".

2 decks ; 3 masts ; ship rig ; square stern ; no gallery ; bust head.

Owners : John Irving, merchant ; Andrew Thomson, merchant ; and John Mercer, biscuit maker, all of Bristol.

Masters : William Atkinson. 4 Aug. 1819, George Hunt.

18 Nov. 1817 ; A. Thomson sold one-sixth to George Pocock, schoolmaster, Bristol.

[This ship's fate is not recorded on the duplicate oath.]

Advertisements in the local Press indicate that the *Sophia* was first owned by Philip and George Protheroe, and sold to Irving in 1815. She was a Jamaican until 1819. Of her loss the Press states that, bound from Bay Chaleur to Bristol, she was abandoned at sea on 1 Dec. 1819. She was water-logged, with most of her masts and rudder gone; cabin deck, part of the main deck, and topsides open, having been thrown on her broadside the day before, which caused the sea to make a breach through her cabin and destroy everything there, besides drowning the ship's boy. The rest of the crew were taken from the wreck by the *Minerva* of Aberdeen, bound from Baltimore for Cork. Early masters of the *Sophia* were—Martin (1811), Gay (1812-5), and W. Atkinson (from 1815).

OAKES. Built at Bideford, 1811.

No. 18, 5 JUNE 1811.

297½ tons ; length 106' 9" ; breadth 24' 9" ; height 5' 8" ; depth 19' 11".
1 deck ; 3 masts ; ship rig ; square stern ; no gallery ; woman head.

Owner : Francis Fisher, merchant, Stoke Bishop, Gloucestershire ; one of the people called quakers.

Master : James Aldridge.

[The fate of the *Oakes* is not recorded.]

This extract appears in a 'miscellaneous' section in the first volume of Bideford registers at the Bristol Custom House. The *Oakes* made one or two voyages to Jamaica and to St. Petersburg under Captain Passmore, and was probably sold at London in 1815. The 1816 *M.R.* gives owner and master Alderson; voyage Trinidad.

NEPTUNE. Built at Bideford, 1811.

No. 55, 28 Nov. 1814.

Previous registry, Bristol No. 30 in 1811.

366½ tons ; length 109' 1" ; breadth 27' 3" ; height 5' 10" ; depth 19'.
1 deck and a quarter-deck ; 3 masts ; ship rig ; square stern ; no gallery ; no head.

Owners : Thomas King and John Acraman, merchants, Bristol, owners in their own right ; together with John Acraman ; Robert Blennan Dowling, gentleman, Chew Magna ; and William Haynes, schoolmaster,

Bristol, executors of the last will and testament of Philip Jones, merchant, Bristol, deceased.

Masters : Thomas King. 5 Dec. 1814 (London), John Burnell.

Registered anew at London, No. 364 in 1814 ; 22 Dec. 1814.

Thomas King advertised the new ship *Neptune* for St. Croix in November, 1811 (Edward J. Power, master), but she was apparently one of his London West-Indiamen, for she did not again enter Bristol docks. The 1816 *M.R.* names Burnell as owner and master, voyage Jamaica, and, incidentally, gives her place of build as Barnstaple.

THOMAS. A prize, detained at this port prior to the commencement of hostilities against Denmark. Condemned in the High Court of Admiralty, 18 Dec. 1807 ; certificate of freedom dated 20 Feb. 1808.

No. 25, 2 Oct. 1820.

Previous registry, Bristol No. 36 in 1811.

333½ tons ; length 106' ; breadth 27' ; height 5'.

2 decks ; 3 masts ; ship rig ; square stern ; no gallery ; a gammon billet.

Owner : Thomas Protheroe, merchant, Bristol.

Master : John Hoskings.

Vessel lost ; registry closed 1822.

The *M.R.* states that the *Thomas* was built in Sweden. She was owned by Thomas Protheroe as early as 1809 and often sailed from Bristol for Quebec, but the greater part of her local career appears to have been spent in that little-known West-Indian ancillary trade with Canada and America. She was for sale by auction in April, 1820, but evidently not sold. Earlier masters were—Robert Williams (1809-11), and Samuel Fisher (1816-9).

PHILIP. Built at Chepstow, 1811.

No. 19, 20 MAY 1818.

Previous registry, Bristol No. 42 in 1811.

255½ tons ; length 90' 5½" ; breadth (above) 25' 7" ; depth 17' 1".

1 deck ; 3 masts ; ship rig ; square stern ; no gallery ; no head.

Owners : John Irving, merchant, Bristol, and William Joyner, gentleman, Aust, Gloucestershire.

Masters : Richard Dunn. 24 Sept., 1821, P. C. Davies.

24 Sept. 1821 ; the whole sold to William Chubb, sail-maker, Bristol.

24 Sept. 1821 ; W. Chubb sold one-half to Peregrine Charles Davies, mariner, Bristol.

Registered anew No. 14 in 1823 ; 29 Mar. 1823.

The *Philip* was built by Buckle and Co., Chepstow, for J. Irving, and was, until 1821, employed in the Jamaica trade. On 22 Jan. 1813, bound for

Jamaica, she was taken off Cape Tiburon, by the *Ann*, privateer, but retaken the next day by the *Mogiana*, sloop-of-war, and carried into Port Royal. In July, 1816, the Press announced a passage by the *Philip*, from Caicos Island to Bristol in 32 days, 'one of the quickest passages ever known.' After her sale in 1821, she made voyages to New Brunswick, Quebec and Jamaica, but is not noted in the local Press after her arrival at Falmouth, from Cuba, in October, 1823. Her master on this occasion was noted as 'late Davies', which probably indicates that her master and part owner died on the passage. Masters prior to 1818 were—W. Atkinson (1811-5), Thompson Todd (1816), and Lancaster (1816-8).

HECTOR. Built in the British Plantations [n.d.]; lengthened at Liverpool, 1798.

No. 60, 20 DEC. 1814.

Previous registry, Bristol No. 52 in 1811.

199½ tons; length 89' 8"; breadth (above) 23' 2"; height 5' 6".

2 decks, the lower not laid amidships; 3 masts; ship rig; square stern; no gallery; no head.

Owners: James Wason and William Hood, merchants; Joseph Walter, accountant, all of Bristol.

Master: Henry Periam.

Vessel lost; registry closed 1819.

The *M.R.* shows the *Hector* to have been built in 1789 at Bermuda. She can be traced making a few West-Indian passages between 1813 and 1815.

JANE AND BARBARA. Built at Bristol, 1813.

No. 17, 18 MARCH 1825.

Previous registry, Bristol No. 19 in 1813.

389¾ tons; length 107' 10"; breadth (below) 28' 8"; height 6' 3".

2 decks; 3 masts; ship rig; square stern; no galleries; figure head.

Owners: Robert Bush and Henry Bush, merchants and co-partners trading as Robert Bush and Son (16 shares); Arthur Palmer, attorney-at-law (8); Hugh Duncan Baillie, James Evan Baillie and George Henry Ames, merchants and co-partners trading as Evan Baillie, Sons and Co. (32); William Taprell, merchant (4); Elizabeth Seaton, widow and executrix of William Seaton, merchant, deceased (4); all of Bristol.

Masters: John Butter. 22 July 1825, Henry Cook. 8 Feb. 1826, John Butter. 16 Aug. 1826 (Grenada), Thomas Butter. 12 Dec. 1826, John Butter. 7 May 1827 (St. Vincent), Thomas Butter. 2 Oct. 1827 (Demerara), Abraham Keppel. 14 June 1828, Thomas Butter. 23 June 1834, Richard Radford.

20 Oct. 1836 ; Mathew Mease Seaton, gentleman, Bristol, executor to Elizabeth Seaton, deceased, sold 4 shares to Evan Baillie, Sons and Co.
 3 July 1838 ; Henry Bush, surviving partner of Robert Bush, deceased; A. Palmer ; Evan Baillie, Sons and Co. ; and Sarah Taprell, widow of William Taprell, sold the whole to John Salmon, timber merchant, Bristol.

Registered anew No. 37 in 1838, on change of property.

No. 37, 20 JULY 1838.

Constructional details as above, except now ' female head '.

Owner : John Salmon, timber merchant, Bristol.

Masters : John Coleman. 8 Oct. 1840, Edmund Pitt. 9 Oct. 1840, John Coleman. 4 Nov. 1844, John Browne. 12 Oct. 1847 (Newport), Samuel Smith. 11 April 1850, Sinclair Harding Manson. 17 March 1851, James Chellew. 17 May 1851 (Newport), Elias Alexander.

16 April 1840 ; J. Salmon sold 16 shares to Edward Drew ; 8 to John Drew ; and 8 to William Cross, merchants, Bristol.

4 May 1852 ; E. Drew sold 16 shares to Elias Alexander, master mariner, Guernsey.

4 May 1852 ; the remaining 48 shares were sold to Thomas Carre, ship owner, Guernsey.

Registered anew at Guernsey, 1852.

The *Jane and Barbara* was built for the Baillies and was employed as a West-Indiaman until 1838, although she occasionally made intermediate voyages. In September, 1814, she had a brush with a French privateer at the mouth of the Bristol Channel while she was on her way to Cork to join a convoy. (See Damer Powell, *B.P.S.W.*, p. 314). In September 1825, she was reported to have gone ashore near Archangel, with damage to rudder and sternpost, and was not expected to be saved. In Salmon's ownership she sailed to Quebec, New York and the West Indies, doubtless bringing back timbers. Towards the end of her career she was cut down to barque rig and drops from the register between 1856-9. Masters before 1825 were—Butter (1813-20), Prosser (1820-1), Bullpin (1821), Edwards (1821-22), and Butter (from 1822).

RUTH. Built at Chepstow, 1813.

No. 4, 27 JAN. 1817.

Previous registry, Bristol No. 22 in 1813.

244½ tons ; length 95' 9" ; breadth 23' 11" ; depth 17'.

2 decks, the lower open amidships ; 3 masts ; ship rig ; square stern ; no galleries ; scroll head.

Owners : John Irving and Andrew Thomson, merchants, Bristol ; with William Joyner and Nicholas Cornock, gentlemen, Aust.

Master : Francis Guy.

Registered anew at London, No. 329 in 1817 ; 15 Dec. 1817.

The *Ruth* was probably built for Irving and Company and was a West-Indiaman, but did not trade from Bristol normally, being traceable as making only two voyages from this port between 1814 and 1817. Her first master was J. Briggs. She was later cut down to a barque and, about 1846, further reduced to a snow, dropping from *L.R.* about four years later.

BERNARD. Built at Bristol, 1813.

No. 121, 31 DEC. 1825.

Previous registry, Bristol No. 24 in 1813.

467 $\frac{3}{4}$ tons ; length 117' 9" ; breadth (below) 29' 11" ; height 7' 5".

2 decks ; 3 masts ; ship rig ; square stern ; no galleries ; billet head.

Owners : William Rhodes Mountague (8 shares) ; John Palmer Mountague (8) ; Henry Bush and John Blake (jointly 8) ; the said W. R. Mountague, as executor of the estate and effects of Ralph Mountague, jr., deceased (8) ; the said W. R. Mountague, as administrator of the estate and effects of Ralph Mountague, deceased (8) ; the said W. R. Mountague, with the above named Henry Bush, trading as Robert Bush and Son (8) ; all the foregoing, merchants, Bristol ; Thomas Daniel, Bristol, and John Daniel, London, merchants and co-partners trading as Thomas Daniel and Sons (8) ; Charles Edward Bernard, Doctor of Medicine, Clifton (8).

Master : Samuel Gardiner.

5 May 1827 ; J. Blake sold 8 shares to Charles Edward Bernard, jr., merchant, Bristol.

20 May 1827 ; C. E. Bernard sold 8 shares to C. E. Bernard, jr.

1 June 1827 ; Rebecca James Mountague, widow of W. R. Mountague, merchant, Bristol, deceased, sold 8 shares to C. E. Bernard, jr.

11 July 1827 ; C. E. Bernard, sole surviving executor of Ralph Mountague jr., merchant, deceased, sold 8 shares to C. E. Bernard, jr.

27 July 1827 ; C. E. Bernard, jr., mortgaged 24 shares to Charles Payne, merchant, Bristol.

26 July 1827 ; C. E. Bernard, administrator of R. B. Mountague, sold 8 shares to Charles Payne, merchant, Bristol.

[A number of transactions appear to have been unregistered.]

Registered anew No. 54 in 1828, on change of property.

No. 54, 10 Nov. 1828.

Constructional details as above.

Owner : William Scott, merchant, Bristol.

Master : Samuel Gardiner.

23 Feb. 1829; W. Scott sold 32 shares to Ians Christie, ship owner, London.

27 April 1829; W. Scott sold 16 shares to John Mercer, jr., accountant, Bristol.

4 Feb. 1830; George Smith, jr., copper merchant; William Johnson, oil merchant; and Henry Pritchard, jr., oil merchant, assignees of the estate and effects of William Scott, bankrupt, sold 16 shares to Ians Christie, London.

Registered anew at London, 1830.

The *Bernard* was built for Ralph Mountague and Son, and was a Jamaican. In advertisements of 1824 the concern is styled Ralph Montague, jr. and Son. Masters before 1825 were—Samuel Gardiner (1813-5, and again from 1818), and John Ebbetts (1815-18). Christie and Co. were traders to Sierra Leone, and the *Bernard*, latterly under barque rig, dropped from *L.R.* between 1843-5.

DAVID. Built at Bristol, 1813.

No. 74, 10 Nov. 1825.

Previous registry, Bristol No. 28 in 1813.

322 $\frac{1}{2}$ tons; length 110'; breadth (below) 25' 7 $\frac{1}{2}$ "; height 6' 2".

2 decks; 3 masts; ship rig; square stern; no galleries; bust head.

Owners: John Vaughan and Philip Vaughan, merchants and co-partners trading as J. and P. Vaughan, Bristol.

Master: John Dunscombe.

Registered anew No. 24 in 1831, on change of property.

No. 24, 5 AUG. 1831.

Constructional details as above, except now barque rig.

Owners: John Gilmore (16 shares); Thomas Clark (8); Robert Podmore Clark (8); John Naish Smart (4); Robert Smart (4); all merchants, Bristol; John Finlayson, mariner, Bristol (8); and George Bickerton, merchant, Cork (16).

Master: John Gilmore, jr.

Vessel lost in the River St. Lawrence, 1832.

The *David* was built by Hilhouse and, until 1831, performed annual voyages to Jamaica, with two intermediate voyages to Archangel in the years 1824-5. Earlier masters were—Payne (1813-6), Henry Grumly (1816-20), and Henry Ainsworth (1821-5).

CLARA. Built at Bristol, 1813.

No. 37, 23 Nov. 1820.

Previous registry, Bristol No. 30 in 1813.

515 $\frac{1}{2}$ tons ; length 125' ; breadth (below) 30' 4" ; height 7' 1".

2 decks, the lower open amidships ; 3 masts ; ship rig ; square stern ; no gallery ; bust head ; has a poop.

Owners : Robert Bush, George Hilhouse, Henry Bush, Philip John Miles, James Martin Hilhouse, Josiah Gist, and Robert Hilhouse, merchants, Bristol.

Master : William Thomas.

27 Jan. 1823 ; G. Hilhouse, J. M. Hilhouse, J. Gist and R. Hilhouse sold all their interest to Thomas Stock, merchant, Bristol.

28 Jan. 1823 ; Thomas Stock sold all his interest to George Hilhouse.

Registered anew No. 90 in 1825.

No. 90, 8 DEC. 1825.

Constructional details as above.

Owners : Philip John Miles (32 shares) ; Robert Bush and Henry Bush, co-partners as Robert Bush and Son (16) ; and George Hilhouse (16) ; all merchants, Bristol.

Masters : William Thomas. 6 Aug. 1832, Edward Cooke.

23 March 1835 ; P. J. Miles, G. Hilhouse and H. Bush (surviving partner of Robert Bush), sold the whole to Vincent Stuckey, John Stuckey Lean, John Stuckey Reynolds, Vincent Stuckey Reynolds, Robert Bagehot, sr., Thomas Watson Bagehot, Edward Bagehot and Robert Bagehot, jr., merchants and co-partners trading as Stuckey and Bagehot, Langport.

Registered anew at Bridgwater, March 1835.

The *Clara* was built for P. J. Miles and Co., probably by Hilhouse, and was a Jamaicaman. Bridgwater Custom House records show that she was lost on 22 Dec. 1835 on her passage from Quebec to Bristol. William Thomas was her master from 1813, with the exception of an isolated voyage to New Brunswick in the autumn of 1824, when she was commanded by Captain Leslie.

ELIZA. Built at Chepstow, 1813.

No. 3, 19 JAN. 1814.

256 $\frac{1}{2}$ tons ; length 100' 5" ; breadth (above) 24' ; depth 17'.

1 deck, and a half-deck ; three masts ; ship rig ; square stern ; no galleries ; scroll head ; a high quarter-deck.

Owners : John Irving, and John Davis Jones, merchants ; William Atkinson, mariner, all of Bristol ; with William Joyner, Littleton, and Nicholas Cornick, Aust, gentlemen.

Masters : William Atkinson. 22 Aug. 1815, Nicholas Atkinson. 18 April 1816 (Port Antonio), Joseph Prew. 21 Jan. 1818, George Lewis.

21 Nov. 1815 ; W. Atkinson sold one-twelfth	} to John Irving, merchant, Bristol.
6 Oct. 1817 ; N. Cornick sold one-twelfth	
15 Nov. 1817 ; W. Joyner sold one-fourth	
18 Nov. 1817 ; W. Atkinson sold one-twelfth	
5 Jan. 1818 ; J. D. Jones sold one-twelfth	
Vessel lost, registry closed 1822.	

The *Eliza* made four annual voyages to Jamaica and one intermediate to St. Petersburg. At the beginning of her fifth Jamaica voyage she met heavy weather and lost her rudder and mizenmast. She sheltered in a small bay near Plouescat, in Brittany, and was reported safe. On the next day, however (12 March 1818), she was driven from her anchorage and wrecked in the Bay of Carrick. All hands were saved.

JANE. A prize, captured by the private ship-of-war *Louisa* (Ephraim Gilbert, commander), and condemned in the Vice Court of Admiralty at Antigua, 24 April 1813.

No. 6, 8 FEB. 1814.

Previous registry, St. Kitts No. 20 in 1813.

193 $\frac{3}{4}$ tons ; length 84' 1" ; breadth (above) 23' 9" ; height 4' 4".

2 decks, the lower open amidships ; 3 masts ; barque rig ; square stern ; no gallery ; no head.

Owners : John Farquharson, James Amory and George Painter, merchants ; Thomas Cox, mariner, and John Townley, sail-maker ; all of Bristol.

Master : Thomas Cox.

7 March 1817 ; G. Painter sold one-sixth to Thomas Lyddon Edwards, Henry Ricketts and John Surragé, of Bristol.

27 Jan. 1818 ; G. Painter sold one-sixth to John Farquharson.

3 July 1823 ; J. Farquharson sold the whole to George Booth, merchant, Bristol.

Registered anew No. 4 in 1824.

No. 4, 30 JAN. 1824.

199 $\frac{3}{4}$ tons ; square rig ; false quarter galleries ; bust head ; other details as above.

Owner : George Booth, merchant, Bristol.

Masters : Thomas Cox. 8 July 1825, Francis Farr.

Vessel broken up.

The *M.R.* states this vessel was built in America, and further adds that she was 'raised' and had a new deck in 1814, this probably accounting for the increase in tonnage between 1814 and 1824. She was a West-Indiaman, but made at least one voyage to Philadelphia and New Brunswick. When homeward bound from Cuba, on 5 Sept. 1826, she ran into a hurricane which lasted six days, and lost her main and mizen masts,

foretopmast, round-house, boats, caboose, bulwarks and everything on deck. She arrived in Bristol at the end of October and her hull was sold, presumably for breaking, in the following February.

ADMIRAL ROWLEY. A prize, condemned in the Vice Court of Admiralty at Jamaica, 6 April 1809; certificate of freedom dated London, 17 January 1810.

No. 18, 23 APRIL 1814.

Previous registry, Looe No. 15 in 1810.

170 $\frac{3}{4}$ tons; length 77' 5"; breadth (above) 23' 6"; depth 10'.

2 decks, the lower not laid at midships; 2 masts; brig rig; square stern; no gallery; no head.

Owners: William Gibbons and Benjamin Bickley, merchants, Bristol.

Master: Andrew Bibbins.

Registered anew No. 21 in 1815.

No. 21, 13 MAY 1815.

178 $\frac{3}{4}$ tons; length 78' 5"; breadth 24' 1"; depth 14' 3".

1 deck and a half-deck; 2 masts and a trysail mast; snow rig; square stern; no gallery; no head; a flush deck.

Owners: Francis Bickley, Michael Willcox and Benjamin Bickley, merchants, Bristol.

Masters: Andrew Bibbins. 11 Jan. 1816, Francis Norton. 5 Feb. 1818, John Baker. 28 Sept. 1819, John Gilmore. 24 Jan. 1821 (London), David Jones. 14 March 1821, Francis Norton.

17 Jan. 1818; the whole sold to William Birch, merchant, Bristol.

31 Jan. 1818; W. Birch sold one-half to James Baker, mariner, Bristol.

15 Sept. 1819; J. Baker sold one-half to Henry Taylor, merchant, Bristol.

15 Sept. 1819; W. Birch sold one-half to John Gilbert, merchant, Bristol.

7 June, 1821; H. Taylor sold one-half to Philip Macey, hooper, Bristol.

7 Nov. 1821; J. Gilbert sold one-half to Henry Taylor, merchant, Bristol.

14 May 1822; H. Taylor sold one-half to Peter Maze and Charles Murray, merchants, Bristol.

Registered anew at London No. 119 in 1823; 21 April 1823.

The *M.R.* states this vessel was built in Carolina, and was rebuilt in 1815. In Bristol ownership she made various voyages to Quebec, Boston, Trinidad and other West-Indian ports.

LOUISA HANNAH. Built at Bermuda, 1809.

No. 21, 19 MAY 1814.

Previous registry, St. Johns, N.F.L., No. 70 in 1813.

163 $\frac{1}{2}$ tons ; length 78' 9" ; breadth (above) 23' 4" ; depth 12' 2".
1 deck ; 2 masts ; snow rig ; square stern ; no gallery ; no head ; a high quarter-deck.

Owner : James Slade, merchant, Bristol.

Master : William Rogers.

Registered anew No. 6 in 1816.

No. 6, 10 FEB. 1816.

Constructional details as above.

Owners : Robert Slade, merchant, and Anna Slade, spinster, Bristol.

Master : William Rogers.

6 May 1817 ; the whole sold to Robert Slade, merchant, Poole.

Registered anew No. 23 in 1817. [Probably at Poole.]

A Mediterranean trader.

MARGARET. Built at Digby, Nova Scotia, 1810.

No. 36, 8 AUG. 1814.

Previous registry, London No. 160 in 1814.

159 tons ; length 75' 6" ; breadth 22' 10" ; height on half-deck 5' 9".

1 deck and a half-deck ; 2 masts and a trysail mast ; brig rig ; square stern ; no gallery ; a billet head ; a quarter-deck.

Owner : William Mulloyny, merchant, Bristol.

Masters : James Sevil. 22 Jan. 1816, John Cox. 7 Aug. 1817, Samuel Sanders. 13 July 1821, Richard Holeman.

Registered anew No. 54 in 1826.

No. 54, 22 APRIL 1826.

160 $\frac{1}{2}$ tons ; length 76' 2" ; breadth (above) 22' 10" ; height 5' 11".

1 deck and a half-deck ; 2 masts ; brig rig ; square stern ; no galleries ; a billet head.

Owner : as above.

Master : Richard Holeman.

Registered anew at London as belonging to Whitby.

A Newfoundland trader.

PRINCESS CHARLOTTE. Built at Bristol, 1814, by Hilhouse, Sons and Company.

No. 45, 21 SEPT. 1814.

411 $\frac{3}{4}$ tons ; length 112' 5" ; breadth (below) 28' 7" ; height 7' 6".

2 decks ; 3 masts ; ship rig ; square stern ; quarter galleries ; bust head.

Owners : James Martin Hilhouse, George Hilhouse, Robert Hilhouse and Josiah Sellick, ship builders, Bristol.

Masters : James Ray. 5 Feb. 1816 (London), Isaac Pocock. 12 July 1816 (Falmouth, Jamaica), William Edghill. 7 Jan. 1817, Thomas Payne. 1 Jan. 1821, Thomas Cundy. 23 Feb. 1822, Thomas Payne. 28 Feb. 1825, J. Harvey, jr.

11 Dec. 1815 ; J. M., G. and R. Hilhouse, and J. Sellick (who has assumed the name of Gist), sold three-quarters to John Vaughan and John Longmore, merchants, Bristol.

21 Nov. 1820 ; J. Longmore sold five-twentyfourths to John Vaughan and four-twentyfourths to Philip Vaughan, merchants, Bristol.

27 Jan. 1823 ; The executors of J. M. Hilhouse ; Josiah Gist ; George Hilhouse, for himself, and as administrator of Robert Hilhouse, sold all their share to Thomas Stock, merchant, Bristol.

28 Jan. 1823 ; T. Stock sold all his share to George Hilhouse, merchant, Bristol.

Registered anew No. 35 in 1826.

No. 35, 2 MARCH 1826.

Constructional details as above.

Owners : John Vaughan (40 shares) ; Philip Vaughan (8) ; and George Hilhouse (16) ; merchants, Bristol.

Master : James Pike.

23 Sept. 1831 ; the Vaughans sold their 48 shares to Philip John Miles and Thomas Kington, merchants, trading as Miles and Kington, Bristol.

Registered anew No. 9 in 1832.

No. 9, 11 FEB. 1832.

Constructional details as above.

Owners : George Hilhouse and Charles Hill, co-partners trading as George Hilhouse and Co. (16 shares) ; Philip John Miles and Thomas Kington, merchants, trading as Miles and Kington, Bristol (48).

Master : James Pike.

Registered anew at London, 1838.

The *Princess Charlotte* was a regular Jamaican. Her London owners were, successively, Manning and Co., Farquharson, and Sweeting, and she drops from *L.R.* between 1847-9.

OCEAN. Built at Chepstow, 1814, by Buckle and Davis.

No. 51, 8 Nov. 1814.

360½ tons ; length 107' 1" ; breadth (below) 27' 7" ; depth 18' 8".

1 deck ; 3 masts ; ship rig ; square stern ; no gallery ; bust head ; a high quarter-deck.

Owners : Henry Hooper and William Peter Lunell, merchants ; and Andrew Pope, banker ; all of Bristol.

Master : George Clutsam. 27 Oct. 1816, T. C. Baker. 12 Nov. 1817, George Clutsam. 7 Nov. 1823, Thomas Furlong.

13 Dec. 1814 ; H. Hooper sold one-eighth to Samuel Robertson, sail-maker, Bristol.

15 Oct. 1816 ; A. Pope sold one-eighth to Thomas Camplin, insurance broker, Bristol.

18 Oct. 1817 ; S. Robertson sold one-eighth to Thomas Camplin.

4 Nov. 1817 ; H. Hooper sold one-fourth to Thomas Churley Baker, mariner, Bristol.

17 Nov. 1817 ; T. C. Baker sold one-eighth to Thomas Davies, jr., gentleman, Bristol.

24 Dec. 1817 ; H. Hooper sold one-sixth to Samuel Guppy, merchant, Bristol.

26 Dec. 1817 ; A. Pope sold one-eighth to Henry Hooper.

14 Feb. 1818 ; H. Hooper sold one-eighth to George Clutsam, mariner Bristol.

1 Jan. 1822 ; the assignees of Henry Hooper sold one-twelfth to W. P. Lunell, merchant, Bristol.

12 Dec. 1822 ; W. P. Lunell, T. Camplin, T. Davies, jr., and G. Clutsam, sold all their share to Philip John Miles and George Hilhouse, merchants, Bristol.

Vessel lost, registry closed 1826.

The *Ocean* made regular voyages to Jamaica, and one intermediate voyage to St. Petersburg. The Press announced that, homeward bound, the *Ocean* was wrecked on 8 July 1825, on Morrison's Reef, Jamaica, and 'the upper tier of sugars' was saved.

SWALLOW. A prize, then called the *Mary Ann*, condemned in the High Court of Admiralty, 4 Feb. 1812 ; certificate of freedom dated London, 1 May 1812.

No. 52, 14 Nov. 1814.

Previous registry, Dartmouth 4 May 1812.

201 $\frac{3}{4}$ tons ; length 81' 2" ; breadth 24' 8" ; depth 10'.

1 deck ; 2 masts ; snow rig ; square stern ; no gallery ; no head.

Owners : Harman Visger, merchant, and John Litson, mariner, Bristol.

Masters : John Litson. 6 Sept. 1816 (Belfast), John Jones.

6 May 1819 ; the executors of J. Litson sold one-half to H. Visger.

13 Aug. 1824 ; H. Visger sold 32 shares to Henry Whitmarsh, esquire, Yeovil ; and 32 shares to William Whitmarsh, mariner, Bristol.

Registered anew No. 56 in 1824, on change of property.

No. 56, 31 AUG. 1824.

Constructional details as above, except now billet head.

Owners: as at 13 Aug. 1824 above.

Masters: William Whitmarsh. 4 May 1825, William Spurger. 13 Oct. 1825, Thomas Gyles.

11 July 1825; W. Whitmarsh sold 32 shares to Thomas Cave, wine merchant, Yeovil.

7 Oct. 1825; the whole sold to Thomas Thorne, Bristol and John Charles Nuttall, of Harbor Grace, N.F.L., merchants and co-partners.

Ship broken up.

The *M.R.* states the *Swallow* was built in 1806 at New York. She traded to the Baltic and the Mediterranean, probably a 'tramp.'

HERO. Built at Chepstow, 1815.

No. 7, 18 FEB. 1815.

229½ tons; length 87' 11"; breadth (above) 24' 6"; depth 17'.

1 deck; 2 masts; snow rig; square stern; no gallery; a scroll head; a high quarter-deck.

Owners: John Irving, merchant; John Harris, sail-maker; and George Pocock, schoolmaster, all of Bristol; with Cuthbert Vaux, merchant, Sunderland.

Masters: Charles Cu villie. 30 Sept. 1815, L. S. Pugh. [n.d.], Richard Dunn. 9 Aug. 1817, William Small. 24 Dec. 1819, James Rae.

26 Aug. 1817; C. Vaux sold his share to J. Irving.

Registered anew at London, No. 315 in 1820; 28 Dec. 1820.

In Bristol ownership made voyages to Trinidad and Tobago.

CLIFTON. Built at Bristol, 1815.

No. 8, 18 FEB. 1815.

306¾ tons; length 100' 6"; breadth 26' 6"; height 6' 3".

2 decks, the lower not laid amidships; 3 masts; ship rig; square stern; no gallery; woman bust head; raised quarter-deck.

Owners: James Martin Hilhouse, George Hilhouse, Robert Hilhouse and Josiah Sellick, ship builders, Bristol.

Master: Isaac Pocock.

Registered anew at London, No. 385 in 1815; 5 Dec. 1815.

Built by Hilhouses and sold at the end of her first Jamaica voyage to London owners. Later she was owned by Barry and Co., Cork, and the *L.R.* for 1845 contains a *posted* entry stating she was burnt.

DART. Built at Dartmouth, 1815.

No. 12, 17 MARCH 1815.

181 $\frac{1}{2}$ tons ; length 79' 7" ; breadth 22' 4 $\frac{1}{2}$ " ; depth 13' 7".

1 deck ; 2 masts ; snow rig ; square stern ; no gallery ; bust head.

Owner : William Danson, merchant, Bristol.

Master : Samuel Crabtree.

Registered anew No. 9 in 1819.

No. 9, 2 APRIL 1819.

178 $\frac{1}{2}$ tons ; length 78' 6" ; 2 masts, with fore and main trysail masts ;
other details as above.

Owner and Master : as above.

Registered anew No. 22 in 1820.

No. 22, 14 AUG. 1820.

Constructional details as No. 9 in 1819.

Owner and Master : as above.

Vessel lost ; registry closed 1826.

A Newfoundland trader.

KATE. A prize, then called the *Rebecca*, captured by H.M.S. *Satellite*,
condemned in the High Court of Admiralty, 19 Nov. 1813.

No. 25, 15 JUNE 1815.

Previous registry, London No. 5 in 1814.

184 $\frac{1}{2}$ tons ; length 78' 2" ; breadth (above) 24' ; height 4'.

2 decks, the lower not laid amidships ; 2 masts and a trysail mast ; snow
rig ; square stern ; no gallery ; figure head.

Owners : Ashfield Hunt and George Booth, merchants, Bristol.

Masters : Lyddon Veysey. 5 Sept. 1817, Henry Sowerby. 23 June 1818,
Thomas Warren.

Vessel lost ; registry closed 1818.

The *M.R.* states the *Kate* was built in France in 1804, and was originally
ship rigged. In Bristol ownership she was a West-Indiaman, but made a
voyage to St. Petersburg in 1818, and on 25th September in that year,
homeward bound, stranded at North Ronaldshay and became a wreck.
The mate was drowned.

WATERLOO. Built at Bristol, 1815.

No. 31, 24 AUG. 1815.

416 $\frac{1}{2}$ tons ; length 113' ; breadth 28' 7" ; height 7' 10".

2 decks ; 3 masts ; ship rig ; square stern ; quarter galleries ; bust head.

Owners : James Martin Hilhouse, George Hilhouse, Josiah Gist and Robert
Hilhouse, ship builders, Bristol.

Master : James Ray.

Registered anew at London, No. 216 in 1816 ; 23 Aug. 1816.

The *Waterloo* made one voyage to Madeira and Jamaica, and on the homeward passage three of the crew mutinied, headed by the mate. It is reported that they had removed the Captain's cravat, preparatory to cutting his throat, when the revenue cutter *Diligence* came on the scene, attracted by the fact that the ship was heading for the shore. The cutter's crew succeeded in preventing bloodshed and saving the ship. On her return the *Waterloo* was sold to Captain Henry Moor, who sailed for Bengal. Later the ship was owned by Brocklebank, London, and drops from L.R. between 1841-3.

WATERLOO. Built at Jarrow, 1815.

No. 42, 9 DEC. 1815.

Previous registry, Newcastle No. 107 in 1815.

260 $\frac{3}{4}$ tons ; length 87' ; breadth (above) 26' 8" ; height 5' 10".

2 decks, the lower open amidships ; 2 masts and a trysail mast ; snow rig ; square stern ; no gallery ; no head ; a flush deck.

Owners : George Eveleigh Kiddell, William Hood and James Wason, merchants, Bristol.

Masters : Thomas Warren. 5 Jan. 1816, Robert Jarrett.

Registered anew No. 29 in 1816.

No. 29, 3 AUG. 1816.

Constructional details as above, except now a bust head.

Owners : as above.

Master : Charles Cuvillie.

Registered anew No. 43 in 1818.

No. 43, 10 OCT. 1818.

2 decks and a quarter-deck ; length 86' 8" ; height in cabin 6' 5" ; other details as above.

Owners : as above.

Masters : David Jones. 29 Oct. 1819, Thomas Bell. 16 Aug. 1823, William Lovell. 6 May 1824, Thomas Bell.

17 Sept. 1819 ; one-eighth sold to each, Kenneth Ross, esquire, St. Vincent ; Thomas Bell, mariner, Bristol ; and Simpson Bell, merchant, London. One-fourth sold to John Bangley, merchant, Bristol.

15 Oct. 1819 ; K. Ross sold one-eighth to S. Bell.

Registered anew at Liverpool, No. 17 in 1825 ; 17 Jan. 1825.

The *Waterloo* was at first a trader to Charlestown, South Carolina, for Kiddell, Hood and Co., and was advertised 'for sale, freight or charter' in August, 1819. With the addition of the new shareholders enumerated above, she sailed as a West-Indiaman.

PICTON. Built at Bristol, 1815.

No. 44, 13 DEC. 1815.

232 $\frac{3}{4}$ tons; length 90' 10"; breadth (below) 24'; height 6'.

2 decks; 3 masts; ship rig; square stern; no gallery; a figure head.

Owners: James Martin Hilhouse, George Hilhouse, Robert Hilhouse and Josiah Gist, ship-builders, Bristol.

Masters: Charles Mountstephens. 27 Jan. 1817, John Morris.

8 Jan. 1817; the whole sold to James Wason, William Hood and George Eveleigh Kiddell, merchants, Bristol.

Vessel lost, per *Lloyd's List*, 25 Jan. 1820; registry closed 1822.

The *Picton* made three West-India and one St. Petersburg voyages, and was wrecked at Lynmouth in a great storm on 20 Jan. 1820, at the outset of a voyage to Barbados. Two of the crew were frozen to death, but the remainder of the crew and a lady passenger were saved. (See *B.M.* and *F.F.B.J.* of 29 Jan. 1820.)

HERCULES. A Prize.

No. 47, 22 DEC. 1815.

Previous registry, London No. 249 in 1810.

190 $\frac{3}{4}$ tons; length 80'; breadth (above) 24'; height 5' 3".

2 decks; 2 masts; snow rig; square stern; no gallery; billet head.

Owners: John Gilbert, Henry Taylor and John Bangley, merchants, with James Pasley, mariner, all of Bristol.

Master: James Pasley.

Vessel burnt at St. Vincents, per *Lloyd's List*, 8 Oct. 1819; registry closed 1822.

The *M.R.* states the *Hercules* was a French prize, built in 1802 and captured in 1803. She can be traced making voyages to Demerara, Malta, Riga, Nevis and St. Vincent, and was totally destroyed by fire at the last named place on 15 Aug. 1819.

ETHELDRED. Built at Rotherhithe, 1811.

No. 1, 6 JAN. 1816.

Previous registry, London No. 253 in 1812.

403 $\frac{1}{4}$ tons; length 113' 3"; breadth (above) 28' 10"; height 5' 9".

1 deck and a half-deck; 3 masts; ship rig; square stern; no gallery; a woman head; a round about house.

Owners: Ralph Montague, jr., Robert Bush, John Blake, Thomas Daniel, William Elton, John Elton and James Elton, merchants, Bristol; Charles Edward Bernard, doctor of medicine, Clifton; and John Daniel, merchant, London.

Master : John Clement.

31 Jan. 1818 ; R. Montague sold one-eighth to William Rhodes Montague, merchant, Bristol.

1 Oct. 1819 ; R. Montague sold one-eighth to Ralph Bernard Montague, merchant, Bristol.

9 Aug. 1820 ; R. Montague sold one-eighth to John Palmer Montague, merchant, Bristol.

29 Sept. 1820 ; the administrators of W., J. and J. Elton sold all their share to Robert and Henry Bush, merchants, Bristol.

28 Nov. 1823 ; Ralph Montague, executor to R. B. Montague ; W. R. Montague ; J. P. Montague ; John Blake ; C. E. Bernard ; T. Daniel and J. Daniel, sold all their shares to Thomas Brame Oldfield, ship owner, London.

23 Dec. 1823 ; R. Bush and H. Bush sold their share to T. B. Oldfield.

Registered anew at London, No. 85 in 1824 ; 25 Feb. 1824.

The *Etheldred* was a Jamaican, but made one passage to New York in 1822 which, being of 30 days, was considered remarkable. Issues of *L.R.* show several London owners and she is last entered in the 1855 book.

ALEXANDER BUCHANAN. A prize, captured by His Majesty's land and sea forces in the Chesapeake river, condemned in the Vice Court of Admiralty, Bermuda, 9 Nov. 1814.

No. 2, 25 JAN. 1816.

Previous registry, Bermuda No. 28 in 1815.

221 $\frac{1}{2}$ tons ; length 89' ; breadth (above) 25' 4" ; height 4' 6".

1 deck and a half-deck ; 3 masts ; ship rig ; square stern ; no galleries ; no head.

Owner : James Buchanan, merchant, Bristol.

Masters : Alexander Carlisle Buchanan. 2 April 1816, George Phillips.

21 July 1817 (Tobago), Charles Caldwell.

Registered anew at Londonderry, No. 127 in 1817 ; 20 Nov. 1817.

The *M.R.* states that this ship was built in Virginia in 1807. She was advertised in the Bristol Press for New York in January 1816.

HUGH WILLIAM. Built at Bristol, 1816.

No. 17, 19 APRIL 1816.

238 $\frac{1}{2}$ tons ; length 88' 3" ; breadth (above) 25' 3" ; height 6' 1".

2 decks ; 3 masts ; ship rig ; square stern ; no gallery ; bust head.

Owner : William Danson, merchant, Bristol.

Master : Edward Metherill.

Registered anew, No. 23 in 1822.

No. 23, 26 JULY 1822.

233 $\frac{3}{4}$ tons; length 87' 8"; height 5' 10"; 1 deck and a half-deck; man bust head; a flush deck; otherwise as above.

Owner: as above.

Master: Edward Metherill. 30 April 1825, A. Vickery.

Vessel lost in 1825.

A Newfoundland trader.

HASSAN. A prize, condemned in the Vice Court of Admiralty, Gibraltar, 24 Aug. 1809.

No. 25, 8 JULY 1816.

Previous registry London No. 23 in 1816.

222 $\frac{1}{2}$ tons; length 89' 6"; breadth 24' 6"; height 6'.

2 decks; 3 masts; barque rig; square stern; a quarter-deck; no gallery; no head.

Owners: James Wason, William Hood and George Eveleigh Kiddell, merchants, Bristol.

Masters: Noah Edwards. 3 Jan. 1818, David Jones.

Broken up; registry closed 1819.

The *M.R.* states the *Hassan* was built in America. It is probable she was bought by Wason, Hood and Co., as a speculation when she came in from Archangel in November, 1815. She was advertised for sale but evidently remained unsold. She made a further Archangel voyage, and one to Barbados, but on a passage to Tobago had to put back on account of leaks. Her damaged cargo and her hull were sold in April, 1818.

WILLIAM MILES. Built at Bristol, 1816.

No. 39, 15 OCT. 1816.

323 $\frac{3}{4}$ tons; length 105' 1"; breadth (below) 26' 6"; height 6' 9".

2 decks, the lower open amidships; 3 masts; ship rig; square stern; no gallery; bust head; a quarter-deck.

Owners: James Martin Hilhouse, George Hilhouse, Robert Hilhouse and Josiah Gist, ship builders; Philip John Miles, merchant; Bristol.

Masters: Richard Williams. 31 Oct. 1821, Rees Waters. 8 Dec. 1823, John Escott.

27 Jan. 1823; the executors of J. M. Hilhouse; the administrators of R. Hilhouse; Josiah Gist; and G. Hilhouse, sold one-fourth to Thomas Stock, merchant, Bristol.

28 Jan. 1823; T. Stock sold his share to G. Hilhouse, merchant, Bristol. Registered anew No. 95 in 1825.

No. 95, 10 Dec. 1825.

Constructional details as above.

Owners : Philip John Miles (32 shares) ; Robert Bush and Henry Bush, trading as Robert Bush and Son (16) ; George Hilhouse (16), all merchants, Bristol.

Masters : John Escott. 19 Dec. 1829, Isaac Reynolds. 27 Oct. 1837, James Pike. 4 Nov. 1843, James Cooke.

2 Nov. 1844 ; G. Hilhouse sold 16 shares to H. Bush.

1 June 1845 ; H. Bush sold 16 shares to Philip William Skinner Miles, merchant, Bristol.

Registered anew No. 44 in 1845.

No. 44, 16 AUG. 1845.

Constructional details as above.

Owners : John Howell and Charles Peter Brandstrom Howell, merchants trading as John Howell and Son, Bristol.

Master : Thomas Rowe.

14 Aug. 1845 ; William Miles, Philip William Skynner Miles and John William Miles, esquires, executors of Philip John Miles, deceased, sold 32 shares ; Henry Bush, surviving partner of Robert Bush, deceased, sold 16 ; and Philip William Skynner Miles, in his own right, sold 16, to J. Howell and C. P. B. Howell, merchants, Bristol.

Registered anew No. 14 in 1846.

No. 14, 23 MAR. 1846.

Constructional details as above, except now ' square ' rig and a male bust head.

Owners : as above—John Howell and Son.

Masters : Thomas Rowe. 4 March 1847, James Ayre.

Registered anew at Liverpool, 1852.

In the ownership of the Miles family, the *William Miles* was a West-Indiaman, but performed occasional voyages to Archangel and St. Petersburg. In Howell ownership she sailed to Quebec. She was cut down to a barque in 1846, but was lengthened in 1854 and was re-rigged as a ship. The lengthening made her tonnage 634 by n.m. or 572 by Moorsom's system. Subsequent owners were—1852-9, J. de Wolf, Liverpool; 1860-3, M. I. Wilson, Liverpool (trading to India); 1865 W. N. de Mattos, London; 1866-83, G. and J. Robinson, Littlehampton (trading to the Mediterranean). According to the records of the Royal National Lifeboat Institution, the *William Miles*, bound for Swansea, light, stranded near Porthcawl on 9 Aug. 1883. The Porthcawl lifeboat first took off the mate's wife and one of the crew and, later, as the wind increased, returned to the wreck and took off ten men. The ship became a total wreck.

ANN. A prize, condemned in the Vice Court of Admiralty, at Antigua, 30 Sept. 1809.

No. 41, 5 Nov. 1816.

Previous registry, London No. 7 in 1813.

287 $\frac{1}{2}$ tons ; length 99' 9" ; breadth (above) 26' 3" ; depth 15' 9".

1 deck ; 3 masts ; ship rig ; square stern ; no gallery ; no head.

Owners : John Irving and Andrew Thomson, merchants, Bristol.

Masters : William Small. 30 Sept. 1817, Helier Vibert. 23 March 1824, Henry Dawson.

6 Nov. 1816 ; J. Irving sold one-sixth to George Small, ship owner, Bristol.

20 Sept. 1817 ; the whole sold to Peter Maze, merchant, Bristol.

Registered anew No. 119 in 1825.

No. 119, 31 DEC. 1825.

Constructional details as above, except now stated to have 2 decks, and height 5' 4" given in place of depth.

Owner : Peter Maze, merchant, Bristol.

Masters : Henry Dawson. 29 Feb. 1826, John Denham Moor.

4 April 1826 ; the whole sold to John Irving, merchant, Bristol.

Registered anew No. 45 in 1826, on change of property.

No. 45, 8 APRIL 1826.

279 $\frac{1}{2}$ tons ; length 98' 5" ; breadth (above) 26' 1" ; otherwise as above.

Owner : John Irving, merchant, Bristol.

Master : John Denham Moor.

Registered anew No. 50 in 1826, on alteration in description.

No. 50, 15 APRIL 1826.

Constructional details as above, except now barque rig.

Owner : as above.

Masters : John Denham Moor. 21 April 1827, James Phillips.

Vessel lost in the River Severn ; registry closed 1828.

The *Ann* had a very varied career and she can be traced as sailing to St. Petersburg, Wilmington, Baltimore, Jamaica, Nevis, and Virginia at various times. She also had a bad casualty record. In November, 1818, she returned to Bristol, leaky, after being upwards of a month at sea bound to Baltimore. On 30 Nov. 1820 she put into Grimsby, very leaky, while on a voyage from Petersburg to Bristol, having lost her rudder on the Falsterbo Reef and also having touched the 'Lemmon and Ore' Sand (Leman and Ower). In May, 1822, homeward bound from Wilmington, she arrived completely dismasted. On the credit side, she opened the Gloucester Canal on 26 April 1827, and was towed to Gloucester by horses. However, in November of the same year, bound from Miramichi to Gloucester with timber, she stranded on the Dun Sands, in the River Severn, capsized and broke her masts. Although she righted herself and was saved, it is apparent she was a 'constructive total loss'.

CAMBRIA. [*Cambrian* in *M.R.*] Built at Swansea, 1816.

No. 44, 3 DEC. 1816.

Previous registry No. 18 in 1816. [Probably Swansea.]

202 $\frac{3}{4}$ tons; length 84' 6"; breadth (above) 24' 0 $\frac{1}{2}$ "; depth 15' 11".

1 deck and a high quarter-deck; 2 masts and a trysail mast; snow rig; square stern; no gallery; bust head.

Owners: William Birch and Thomas Rankin, merchants, Bristol, and William Jenkins, mariner, Swansea.

Masters: William Jenkins. 19 Nov. 1821 (London), James Veysey. 23 July 1822 (London), William Jenkins. 26 Aug. 1823 (Halifax), Henry Hodge. 2 Jan. 1824 (London), William Cook.

4 April 1821; T. Rankin sold his share to John Hare, jr., floorcloth manufacturer, Bristol.

Registered anew at London, No. 22 in 1825; 12 Jan. 1825.

The *Cambria* sailed variously to the West Indies, Mediterranean and to New York. She is best remembered for having saved nearly 600 persons from the burning East-Indiaman *Kent* on 1 March 1825. Although this date is subsequent to her re-registry at London, the Bristol Press stated she was the property of Bristolians and, in addition, Captain Cook was still her master. A good contemporary account of the rescue is to be found in *A Narrative of the Loss of the Kent East Indiaman, by Fire, in the Bay of Biscay, on the 1st March, 1825 . . .* by a Passenger (Edinburgh, 1825). A modern account, based on several contemporary sources, is to be found in *Famous Shipwrecks*, by Frank H. Shaw (London, 1930), pp. 203-27.

WELLINGTON. Built at Bristol, 1816.

No. 45, 6 DEC. 1816.

247 $\frac{1}{2}$ tons; length 95' 5"; breadth (above) 24'; height 6' 3".

2 decks, the lower open amidships; 3 masts; ship rig; square stern; no gallery; bust head.

Owners: James Martin Hilhouse, George Hilhouse, Robert Hilhouse and Josiah Gist, ship builders, and Philip John Miles, merchant, all of Bristol.

Masters: John Escott. 4 Feb. 1819, Rees Waters. 6 Feb. 1821, James Tripp.

20 Dec. 1821; P. J. Miles sold his share to J. M., G. and R. Hilhouse.

Registered anew at London, No. 316 in 1822; 23 Dec. 1822.

A Jamaican. She made six annual voyages before her sale.

BRITON. Built at Bristol, 1816.

No. 46, 19 DEC. 1816.

414 $\frac{1}{2}$ tons; length 114' 6"; breadth (below) 28' 6"; height 6' 10".

2 decks, the lower open amidships ; 3 masts ; ship rig ; square stern ; quarter galleries ; bust head.

Owners : James Martin Hilhouse, George Hilhouse, Robert Hilhouse and Josiah Gist, ship builders, Bristol.

Master : Charles Mountstephen.

Registered anew at London, No. 260 in 1817 ; 13 Oct. 1817.

Made one Jamaica voyage before her sale to London owners.

MARIA. Built at Chepstow, 1816.

No. 47, 24 DEC. 1816.

263½ tons ; length 90' 3" ; breadth (below) 25' 9½" ; depth 17' 2".

1 deck and a half-deck ; 3 masts ; ship rig ; square stern ; no gallery ; no head.

Owners : George Henry Ames, Robert Bush, John Elton, Hugh Duncan Baillie, James Evan Baillie, William Elton and James Elton, merchants ; with John Bailey, mariner, all of Bristol.

Masters : John Bailey. 4 Nov. 1818, Frederick Robertson. 18 Feb. 1820, John Bailey. 3 June 1825 (Grenada), D. Prosser. 5 Nov. 1821, John Bullpin. 13 July 1822, Thomas Shell. 18 Jan. 1825, Alexander Leslie.

Registered anew No. 41 in 1825.

No. 41, 3 JUNE 1825.

Constructional details as above.

Owners : George Henry Ames, merchant (8 shares) ; Hugh Duncan Baillie, James Evan Baillie, co-partners with the before-mentioned G. H. Ames, as Evan Baillie, Sons and Co. (24) ; Henry Bush and Robert Bush, co-partners as Robert Bush and Son (16) ; John Bailey, mariner (16) ; all of Bristol.

Masters : Abraham Keppell. 30 March 1826, John Cundy.

Registered anew No. 59 in 1830, on alteration in description.

No. 59, 1 DEC. 1830.

Constructional details as above, except now bust head.

Owners : H. D. Baillie, J. E. Baillie and G. H. Ames, trading as Evan Baillie, Sons and Co. (32 shares) ; Henry Bush, George Bush, and George Bush, jr., trading as Henry Bush and Co. (16) ; John Bailey, mariner (16) ; all of Bristol.

Masters : John Cundy. 18 April, 1832, Charles Gardiner.

Registered anew No. 38 in 1832, description altered.

No. 38, 13 Nov. 1832.

Constructional details as above, except now barque rig.

Owners : as above.

Master : John Cundy.

30 Jan. 1836 ; the whole sold to Andrew Burnett (28 shares), William Lewis (12), Thomas Owen (12) and Joseph Marychurch (12), ship owners, Haverfordwest.

Registered anew at Milford, 29 Feb. 1836.

In the ownership of the Baillies, the *Maria* was a West-Indiaman and is credited with a swift passage of 28 days, Bristol to Grenada, in 1820. According to *L.R.*, Burnet and Co., Milford, were her owners 1836-42, and Marychurch, Milford, from 1842 to 1856. She dropped from the register before 1859. The latter owners traded with Quebec.

TRANSIT. Built at Whitby, 1817.

No. 6, 28 FEB. 1817.

250 $\frac{1}{4}$ tons ; length 92' 2" ; breadth 25' 4" ; height 6' 1".

1 deck and a half-deck ; 3 masts ; ship rig ; square stern ; no gallery ; no head ; flush deck.

Owner : Francis Fisher, merchant, Bristol.

Master : William Hodgson.

7 Jan. 1819 ; F. Fisher sold one-third to Francis Fisher, jr., merchant, Bristol.

Registered anew No. 1 in 1820.

No. 1, 7 FEB. 1820.

Constructional details as above, except now 250 $\frac{1}{4}$ tons and 2 decks.

Owners : George Fisher, jr., Francis Fisher jr., Edward Kidd, Francis Fisher, Richard Llewellyn Fisher, merchants ; William Jepson Fisher, sail-maker, all of Bristol ; with Richard Kidd, mealman, Godalming.

Masters : William Davies. 7 Dec. 1821, James Alexander.

Vessel seized at Manila ; registry closed 1826.

The *Transit* was at first a Mediterranean and Baltic trader. She left in February, 1820, on a whaling expedition to the South Seas, and returned in October, 1821. In the following February she again went out, but a note in the local Press in October, 1823, stated Captain Alexander had been killed by a whale near Christmas Island. The vessel had arrived at Batavia under one Dickson, but one Coffin was to bring the ship home as no other qualified man remained in the crew. There is no record of her having arrived back in Bristol, and her next mention is in June, 1826, when it was stated she had been condemned at Manila.

ALBION. Built at Bristol, 1813.

No. 19, 18 JULY 1817.

Previous registry, London No. 251 in 1813.

484 $\frac{1}{2}$ tons ; length 125' 6" ; breadth (below) 29' 3" ; height 7'.

2 decks ; 3 masts ; ship rig ; square stern ; quarter galleries ; bust head.
 Owners : George Fisher, Richard Llewellyn Fisher and Edward Kidd,
 merchants ; and William Buckham, mariner, Bristol.

Masters : William Buckham. 13 March 1819, Charles Stewart. 16 April
 1819 (London), Charles Weller.

Registered anew at London, No. 119 in 1819 ; 18 May 1819.

The *M.R.* shows this vessel to have been first owned by Kidd and Com-
 pany, and although when she first left Bristol she sailed for Jamaica, she
 was afterwards in the India trade. In August, 1817, she sailed from Bristol
 for Calcutta, and arrived back on 20 Oct. 1818, the first merchant vessel
 direct from India to this port. Her passage from Calcutta was of 167 days,
 including six days at the Cape. She was later owned by Brass and Co.,
 and Lidgett and Co., of London, and was last entered in *L.R.* in 1851.

ANN. Built at Ayres Quay, 1803.

No. 27, 5 SEPT. 1817.

Previous registry, Sunderland No. 9 in 1811.

151 $\frac{1}{2}$ tons ; length 72' 2" ; breadth (above) 22' 10" ; depth 13' 11".

1 deck ; 2 masts ; brigantine rig ; square stern ; no gallery ; no head.

Owners : Edward Young and John Matthew Young, cornfactors, Bristol.

Masters : John Brown. 22 Oct. 1818, Edward Young. 18 June 1819,

David Moore. 9 Feb. 1820, Edward Young. 9 Sept. 1820, John Morris.

3 Feb. 1821, John Hird.

Vessel lost ; registry closed 1822.

A general trader which can be traced making voyages to St. Petersburg,
 Honduras, Antigua and the Mediterranean. In November, 1821, she was
 wrecked on the Island of Rasay, when homeward bound from St. Peters-
 burgh. Her crew were saved.

KINGSTON. Built at Bristol, 1817.

No. 28, 17 SEPT. 1817.

433 $\frac{3}{4}$ tons ; length 115' ; breadth (below) 29' 1 $\frac{1}{2}$ " ; height 6' 11".

2 decks, the lower open amidships ; 3 masts ; ship rig ; square stern ;
 quarter gallery ; bust head.

Owners : George Gibbs, jr., Richard Bright, William Fuss, George Gibbs,
 sr., and Lowbridge Bright, merchants, Bristol ; James Richards,
 merchant, Ilfracombe ; and Capel Cure, merchant, London.

Master : William Sale.

28 Oct. 1818 ; the executors of George Gibbs, sr., sold one-sixteenth, and
 George Gibbs, jr., sold one-sixteenth, to Robert Bright, merchant,
 Bristol.

2 Nov. 1818 ; Richard Bright sold one-twelfth to George Gibbs, merchant, Bristol. The executors of Lowbridge Bright sold one-twelfth to Samuel Richards, merchant, Bristol.

6 Nov. 1820 ; Edward Jarman and George Gibbs, executors of Capel Cure, sold 6/48ths to William Sale, gentleman, Bristol, and 2/48ths to William Fuss, gentleman, Clifton. George Gibbs sold 4/48ths to Richard Bright, merchant, Bristol.

Registered anew No. 94 in 1826.

No. 94, 28 Oct. 1826.

430½ tons ; length 114' 6" ; breadth (below) 29' ; depth 20' 3".

1 deck ; 3 masts ; ship rig ; square stern ; quarter galleries ; bust head.

Owners ; William Fuss (10 shares) ; Samuel Richards (5) ; Richard Bright (5) ; Robert Bright and George Gibbs, co-partners as Gibbs, Son and Bright (26) ; all merchants, Bristol. James Richards, merchant, Ilfracombe (10). William Sale, mariner, Bristol (8).

Masters : William Sale. 27 Oct. 1827, David Jones. 1 Nov. 1828, William Sale. 16 Oct. 1829, Joseph Emerson. 17 April 1837, Robert Key.

19 March 1832 ; S. Richards sold 5 shares to William John Bell Rich, merchant, Bristol.

10 April 1837 ; the whole sold to Edmund Jones, Jacob Nicholas and Thomas Cooke, merchants and co-partners as Jones, Nicholas and Company, Newport, in the following proportions : Gibbs, Son and Bright (26) ; George Gibbs, executor of William Fuss, (10) ; Mary Sale, widow and executrix of William Sale, (8) ; W. J. B. Rich (5) ; Richard Bright (5) ; and Samuel Richards, Ilfracombe, executor of James Richards, deceased (10).

Registered anew at Newport, 1837.

The *Kingston* was a Jamaican until sold to Newport. Captain Robert Key was presented with a medal and some plate in February, 1839, in recognition of his bravery and skill in rescuing the master and six of the crew of the brig *John and Mary* of Sunderland. The *Kingston* sailed from Bristol for New York on 5 March following and encountered very severe weather. While trying to beat back to port she foundered on 9 April, her crew and passengers being saved by the *Thomas Naylor* of Liverpool.

BRITANNIA. Built at Bristol, 1817.

No. 2, 24 JAN. 1818.

449½ tons ; length 116' 4" ; breadth 29' 4" ; height 6' 5".

2 decks, the lower not laid amidships ; 3 masts ; ship rig ; square stern ; quarter galleries ; bust head.

Owners : James Martin Hilhouse, George Hilhouse and Robert Hilhouse, ship builders, Bristol.

Master : Edward Powell.

4 Dec. 1818 ; one-half sold to each Robert Addison, merchant, and William Luke, mariner, London.

Registered anew at London, No. 404 in 1818 ; 23 Dec. 1818.

The *Britannia* made one Jamaica voyage before her sale. Under Captain Luke she left Bristol for Calcutta in March, 1819.

FAIRBY. Built at Chepstow, 1818.

No. 7, 24 FEB. 1818.

296 $\frac{3}{4}$ tons ; length 98' 5" ; breadth (above) 26' 6" ; depth 17' 8".

1 deck and a half-deck ; 3 masts ; ship rig ; square stern ; no galleries ; no head ; a high quarter-deck.

Owners : Thomas Daniel, Bristol, and John Daniel, London, merchants.

Masters : Charles Timothy Stewart. 26 Oct. 1818, David Dawson.

Vessel burnt in Demerara River, per *Lloyd's List*, 28 June 1822.

A regular Demerara trader. The local Press stated she was burnt out while loading on 2 May 1822, and about 300 casks of sugar lost.

IONIA. Built at Chepstow, 1818.

No. 20, 23 MAY 1818.

224 $\frac{1}{2}$ tons ; length 86' 7" ; breadth (below) 24' 5 $\frac{1}{2}$ " ; depth 14' 3".

1 deck ; 2 masts ; brig rig ; square stern ; no gallery ; no head.

Owner : Francis Fisher, merchant, Bristol, a quaker.

Master : Thomas Jones.

Registered anew No. 49 in 1818.

No. 49, 21 Nov. 1818.

214 $\frac{1}{2}$ tons ; length 86' 4" ; breadth (above) 24' 6" ; depth 14' 3".

1 deck ; 2 masts ; brig rig ; square stern ; no gallery ; bust head.

Owners : Francis Fisher and Francis Fisher, jr., merchants, Bristol.

Masters : Thomas Jones. 19 July 1819, Amos Graham. 13 Feb. 1820 (London), Michael Donovan.

12 Feb. 1821 ; F. Fisher, jr., sold one-third to F. Fisher.

Registered anew No. 31 in 1821 ; 27 Aug. 1821.

MARY. Built at Topsham, 1818.

No. 22, 2 JUNE 1818.

211 $\frac{1}{2}$ tons ; length 85' ; breadth (below) 24' 4" ; depth 16'.

1 deck and a half-deck ; 2 masts ; snow rig ; square stern ; no gallery ; bust head.

Owner : Peter Maze, merchant, Bristol.

Master : John Skynner.

Registered anew No. 38 in 1820.

No. 38, 30 Nov. 1820.

Constructional details as above, except now 1 deck and brig rig.

Owner : as above.

Master : John Kynner (*sic*). 20 Aug. 1824 (Liverpool), Helier Vibart.

1 March 1825 (Liverpool), Peter Jackson.

Registered anew No. 120 in 1825.

No. 120, 31 DEC. 1825.

Constructional details as above.

Owner : as above.

Masters : Peter Jackson. 28 Oct. 1828, Thomas Griffith. 4 Dec. 1828

(London), William Wilkinson. 3 Nov. 1829, Thomas Griffith. 10 Nov.

1829, Edward Forster.

Registered anew at London, 17 Sept. 1831.

A general trader, which can be traced sailing to the Black Sea, Baltic and West Indies. Dropped out of *L.R.* between 1841-3.

MARGARET. A prize, condemned at Barbados, 16 July 1809.

No. 29, 27 JULY 1818.

Previous registry, St. Johns, N.F.L., No. 52 in 1814.

217 $\frac{3}{4}$ tons ; length 89' 10" ; breadth (above) 24' 3" ; depth 14' 8".

1 deck and a half-deck ; 2 masts ; brig rig ; square stern ; no galleries ; billet head.

Owner : George Booth, merchant, Bristol.

Masters : Thomas Hamlyn. 16 Nov. 1819, E. Head.

Vessel lost. Registry closed 1821.

Usually sailed to Trinidad. Was reported to have become a total wreck in September, 1820, on Main Reef, near Honduras. Her crew were saved.

EDWARD PROTHEROE. Built at Chepstow, 1818.

No. 37, 24 SEPT. 1818.

293 $\frac{1}{4}$ tons ; length 98' 3" ; breadth 25' 10 $\frac{1}{2}$ " ; depth 17' 7 $\frac{1}{2}$ ".

1 deck ; 3 masts ; ship rig ; square stern ; no gallery ; man bust head.

Owner : John Irving, merchant, Bristol.

Masters : Francis Gay. 22 Oct. 1821, William Atkinson. 5 Jan. 1823,

John Meek. 1 April 1824, Thomas Balsdon. 23 Nov. 1824 (London),

William Atkinson.

Registered anew No. 51 in 1826.

No. 51. 19 APRIL 1826.

Constructional details as above, except now 2 decks, and height 5' 8" given in place of depth measurement.

Owner : as above.

Masters : William Atkinson. 3 Oct. 1826, James Pasley. 2 June 1827 (London), Edward Blannin. 5 Jan. 1828, John Denham Moor.

Ship lost in the West Indies. Certificate cancelled 1829.

This ship was built by R. W. Purchas. She was mainly employed as a West-Indiaman, but went to the Black Sea in 1825 and ran ashore in the Dardanelles. Although it was thought likely she would become a wreck, she was saved, repaired at Constantinople and continued her voyage. *B.M.* 12 Oct. 1822, contains a long account of her being plundered by pirates off the coast of Cuba.

BRISTOL. Built at Chepstow, 1818.

No. 38, 24 SEPT. 1818.

427 $\frac{5}{8}$ tons ; length 111' ; breadth (below) 29' 9" ; height 5' 8".

2 flush decks ; 3 masts ; ship rig ; square stern ; quarter galleries ; woman bust head.

Owners : Edward Kidd, George Fisher, jr., John Tomlinson, Joseph Reynolds and Richard Llewellyn Fisher, merchants, and William Buckham, mariner, Bristol.

Masters : Samuel Owen. 7 Dec. 1818, William Buckham.

9 Aug. 1821 ; R. L. Fisher sold his share to Edward Kidd.

Registered anew No. 39 in 1824.

No. 39, 29 JUNE 1824.

415 $\frac{3}{4}$ tons ; length 111' 2" ; breadth (above) 29' 9" ; height 5' 6".

3 decks ; 3 masts ; square rig ; square stern ; quarter galleries ; bust head.

Owners : Edward Kidd (21 shares), George Fisher (21) and Thomas Bryant (11), merchants, with William Buckham (11), mariner, all of Bristol.

Master : William Buckham.

Registered anew at London, 26 April 1825.

The *Bristol* was built by Buckle and Davis. She made two voyages to Calcutta and a protracted voyage to Lima and Guayaquil while in Bristol ownership. In the 1840's she was owned by Hopper and Co., London, and sailing to Quebec. She was reported lost on Fuego Island (? Fogo), on 23 Dec. 1845, her crew being saved.

OSCAR. Built at Bursledon, 1809.

No. 39, 26 SEPT. 1818.

Previous registry, London No. 159 in 1812.

174 $\frac{1}{2}$ tons ; length 78' 9" ; breadth (above) 23' 1" ; height 4' 2".
1 deck and a half-deck ; 2 masts ; snow rig ; square stern ; no gallery ;
scroll head.

Owner : William Danson, merchant, Bristol.

Masters : Richard Penhorne. 30 Aug. 1819 (Halifax), R. Atkinson.

Registered anew No. 15 in 1822.

No. 15, 28 APRIL 1822.

Constructional details as above, except height 5' 2" ; 2 masts and 2 trysail
masts ; quarter galleries.

Owner : as above.

Master : Andrew Drysdale.

Registered anew No. 43 in 1827.

No. 43, 20 JULY 1827.

Constructional details as above.

Owner : Hugh William Danson, merchant, Bristol.

Masters : Andrew Drysdale. 2 March 1832, Robert Banks.

Registered anew at Exeter, 27 March 1832.

A Newfoundland trader. She was apparently owned by Danson before
1818, *vide* the 1816 *M.R.* She was lengthened in 1833 and her tonnage
increased to 234 tons o.m. or 221 tons n.m. Subsequent owners were
Cocking, Torquay ; Sparkes, Exeter ; and Walker, London, and she
drops from *L.R.* between 1847-9.

CREOLE. 8655. Built at Chepstow, 1818.

No. 41, 3 OCT. 1818.

154 $\frac{1}{2}$ tons ; length 76' 6" ; breadth 21' 6" ; depth 13'.

1 deck ; 2 masts and a trysail mast ; snow rig ; square stern ; no galler-
ies ; man bust head.

Owner : Michael Drew, mariner, Bristol.

Masters : William Cookesley. 12 Oct. 1819 (London), Francis Norton.

13 March 1820, Thomas Scott. 9 April 1821, William Escott.

28 Aug. 1820 ; Richard Drew (*sic*) sold the whole to James Cunningham,
merchant, Bristol.

Registered anew at London, No. 1 in 1822 ; 1 Jan. 1822.

The *Creole* was built by Buckle and Davis and, in Bristol ownership,
sailed as a West-Indiaman. She had a number of subsequent owners in
London, Dublin and Maryport, and dropped from *L.R.* between 1879-81.

NEW VOLUNTEER. Built at Redbridge, 1818.

No. 42, 5 OCT. 1818.

243 $\frac{1}{2}$ tons ; length 90' 9" ; breadth (above) 24' 5" ; depth 16' 11 $\frac{1}{2}$ ".

1 deck and a half-deck ; 3 masts ; ship rig ; square stern ; no gallery ; no head.

Owner : Thomas King, merchant, Bristol.

Masters : John Pardoe King. 17 Dec. 1818, T. Harvey, jr. 22 Jan. 1820, A. Rogers. [Anthony Rogers.]

Registered anew No. 3 in 1821.

No. 5, 27 JAN. 1825.

Previous registry, Bristol No. 3 in 1821.

Constructional details as above except now ' bust head '.

Owners : James Evan Baillie, Hugh Duncan Baillie and George Henry Ames, merchants, Bristol, trading as Evan Baillie, Sons and Co.

Masters : Thomas Stewart. [N.D.], Thomas Butter. 23 Feb. 1828, Richard Radford. 3 Oct. 1828, Thomas Stewart.

Registered anew No. 58 in 1830, on alteration in description.

No. 58, 20 Nov., 1830.

Constructional details as above, except now ' false galleries ' and 2 decks, the lower open amidships, with a top-gallant forecastle and a quarter-deck.

Owners : as above.

Master : Thomas Stewart.

Registered anew No. 37 in 1832, on alteration in description.

No. 37, 13 Nov. 1832.

Constructional details as last, except now barque rig.

Owners : as above.

Masters : Thomas Stewart. 31 Oct. 1838, Edward Doble.

7 Nov. 1839 ; the whole sold to Timothy Brimble Essery, timber merchant, Swansea.

Registered anew at Swansea in 1840.

The *New Volunteer* was a West-Indiaman, but made at least one voyage to St. Petersburg. In Swansea ownership she ran to New York, and dropped from *L.R.* between 1843-5. Masters during the period not covered by the above registers were—Anthony Rogers (1821), Hudson (1823), and Stewart (from 1823). She cannot be traced arriving at or sailing from Bristol in 1822.

NILE. Built at Bristol, 1818.

No. 45, 17 OCT. 1818.

120 $\frac{3}{4}$ tons ; length 66' 8" ; breadth (below) 20' 11" ; depth 13' 11".

1 deck ; 2 masts and a trysail mast ; snow rig ; square stern ; no gallery ; a fiddle head.

Owners : William Chubb and Thomas Davis, merchants, Bristol.

Masters : Thomas W. Chubb. 29 Dec. 1818 (Malta), Joseph Anderson.
Registered anew No. 30 in 1820, on alteration in dimensions.

No. 30, 2 Nov. 1820.

157 $\frac{1}{2}$ tons ; length 78' 6" ; breadth (below) 21' 5" ; height (cabin) 6' 9".
1 deck ; 3 masts ; barque rig ; square stern ; no gallery ; billet head ;
a high quarter-deck.

Owners : as above.

Masters : Samuel Fisher. 5 Sept. 1823 (London), Robert Ward Blyth.
6 Sept. 1824 (London), John Rendell.

14 March 1823 ; the executors of T. Davis sold their share to W. Chubb.
Registered anew at London No. 350 in 1825 ; 17 May 1825.

The *Nile* was built for the Mediterranean trade, but was reported wrecked
near Boulogne on 27 Jan. 1820 while bound from Malta for London. She
was salvaged and rebuilt as a barque, as shown above. Later she was in the
West-India trade until sold in 1825.

LAVINIA. Built at Bristol, 1818.

No. 52. 8 DEC. 1818.

374 $\frac{1}{2}$ tons ; length 119' ; breadth (below) 27' 5" ; height 6' 3".
2 decks ; 3 masts ; ship rig ; square stern ; quarter galleries ; bust head ;
top gallant forecabin and poop deck.

Owners : James Martin Hilhouse, George Hilhouse and Robert Hilhouse,
ship builders, Bristol.

Masters : Edward Powell. 17 April 1820 (Kingston), Joseph Tripp. 21
Nov. 1820 (London), Rees Waters. 22 Sept. 1821, Richard Williams.
30 Sept. 1822, John Escott. 13 March 1823, John Morris.

18 Nov. 1820 ; three-quarters sold to Philip John Miles, Bristol.

27 Jan. 1820 ; the executors of J. M. Hilhouse and the administrators of
R. and G. Hilhouse sold one-quarter to Thomas Stock, merchant,
Bristol.

28 Jan. 1823 ; T. Stock sold one-quarter to George Hilhouse, merchant,
Bristol.

Registered anew No. 118 in 1825.

No. 118, 30 DEC. 1825.

Constructional details as above.

Owners : Philip John Miles (48 shares), and George Hilhouse (16), mer-
chants, Bristol.

Masters : Thomas Furlong. 6 Oct. 1829, John Morris. 14 Sept. 1835,
John Thomas. 21 Jan. 1836, John Escott. 9 Nov. 1838, Isaac Rey-
nolds. 18 Nov. 1839 (Quebec), John Sullivan.

15 Aug. 1839 ; G. Hilhouse sold 16 shares to William Rennison, watch-
maker, South Shields.

26 Aug. 1839; P. J. Miles sold 16 shares to each, Henry Boyes, merchant, John Stamp Burrel, ship broker, and John Jacobson, ship broker, all of Liverpool.

Registered anew at Liverpool, 1840.

A Jamaican while in Bristol ownership. She sailed to Sierra Leone in Boyes' ownership and to New York in Burrel's. Drops out of *L.R.* between 1847-9.

HERO. 23838. Built at Swansea, 1814.

No. 53, 16 DEC. 1818.

Previous registry, Swansea No. 4 in 1814.

188½ tons; length 80'; breadth (above) 23' 10"; depth 14' 7".

1 deck; 2 masts and a trysail mast; snow rig; square stern; no galleries; billet head.

Owners; William Birch and Thomas Rankin, merchants, Bristol; and John Jenkins, mariner, Swansea.

Masters: George Mereweather. 20 Aug. 1819, John Jenkins.

Registered anew No. 10 in 1821; 4 April 1821.

No. 6, 18 JAN. 1827.

Previous registry, Bristol No. 28 in 1823.

181½ tons; length 79'; breadth (above) 23' 11"; height 5' 8".

1 deck and a half-deck; 2 masts; snow rig; square stern; no galleries; bust head.

Owners: William Wolfe Alexander, merchant (16 shares), and Philip Jenkins, mariner (48), both of Bristol.

Masters: Philip Jenkins. 21 April 1827 (Liverpool), John Robinson.

Registered anew No. 50 in 1827, on change of property.

No. 50, 5 SEP. 1827.

189½ tons; length 79' 11"; height 6'; other details as above.

Owner: George Clark, ship owner, Bristol.

Masters: John Robinson. 20 Sept. 1827, John Speedy.

Registered anew at Whitby.

The *M.R.* for 1816 shows this vessel owned by D. Jenkins and Co. In 1818-9 she can be traced making two voyages to the West Indies, but otherwise her sailings were European and Mediterranean. She was later owned in London and Hartlepool and dropped from the *M.N.L.* between 1873-5.

THETIS. A prize, condemned in the High Court of Admiralty, 25 Feb. 1812, duty paid at Yarmouth, 23 April 1812.

No. 5, 27 FEB. 1819.

Previous registry, Yarmouth No. 37 in 1812.

212 $\frac{1}{4}$ tons; length 90' 5"; breadth (below) 23' 6"; depth 13' 10".

1 deck; 2 masts; brig rig; square stern; no gallery; no head.

Owners: Robert Seaton, William Grimes, Francis John Bargeer, James Tippet and Alfred George, merchants; Edward Seaton, mariner; and Charles Grainger, cooper, all of Bristol; also William Price, merchant, Gloucester.

Masters: John Young. 20 March 1820, Edward Seaton. 29 March 1821 (London), Henry Cock.

20 Feb. 1821; R. Seaton and J. Tippet sold their share to W. Price.

3 March 1821; E. Seaton sold his share to Henry Cock, mariner, London.

24 Aug. 1821; H. Cock sold his share to Isaac Rouch, timber merchant, Bristol.

Registered anew No. 9 in 1822.

No. 9, 21 MARCH 1822.

220 $\frac{1}{4}$ tons; otherwise as above.

Owners: William Grimes, Francis John Bargeer and Alfred George, merchants; Charles Grainger, cooper; and Isaac Rouch, timber merchant, Bristol: also William Price, merchant, Gloucester.

Masters: Richard Criddeford. 1 March 1823, Henry Cock. 8 Sept. 1823 (Chepstow), Robert Stenner.

18 Jan. 1823; the whole sold to John Bevan, paper maker; William Cross, ship-broker; and Edward Bevan, merchant, Bristol.

Registered anew No. 18 in 1826, on change of property.

No. 18, 1 FEB. 1826.

Constructional details as above.

Owners: John Bevan, paper maker; Edward Bevan and William Cross, merchants, Bristol.

Master: John Bailie.

29 Jan. 1828; E. Bevan sold 10 shares to W. Cross, and 11 to J. Bevan.

Vessel burnt on the coast of Africa, 1827.

The year given for the burning of the *Thetis* is incorrect in the register, for the precise date was 31 July 1828. This is shown in a long account of death from sickness, the shipping of Portuguese sailors from a slaver, and a mutiny, which appeared in *B.M.*, 13 Sept. 1828. Captain Bailie and two others were the sole survivors, being picked up from a raft by the *Cognac Packet* of Liverpool.

ELIZA. Built at Berkely (*sic*), 1819.

No. 11, 8 APRIL 1819.

306 $\frac{3}{4}$ tons; length 101' 8"; breadth (below) 26' 1"; depth 18' 7".

1 deck ; 3 masts ; ship rig ; square stern ; no galleries ; bust head ; a poop deck.

Owner : John Irving, merchant, Bristol.

Masters : James Rae. 10 Nov. 1819, William Atkinson. 13 Dec. 1821, James Rae.

Registered anew at London, No. 291 in 1822 ; 15 Nov. 1822.

The *Eliza* made one St. Petersburg voyage, then three voyages to the West Indies and then a further St. Petersburg voyage which finished at London and after which she was sold. She was later owned by G. F. Young, London, and Robinson and Co., London, being last shown in L.R., 1854.

PEGGY. Built at Kingston-on-Hull, 1760.

No. 13, 1 MAY 1819.

Previous registry, London No. 174 in 1818.

371 $\frac{1}{2}$ tons ; length 104' 8" ; breadth (above) 28' 8" ; height 5' 1".

1 deck, a half-deck and a quarter-deck ; 2 masts ; square stern ; brig rig ; no galleries ; no head.

Owners : Peregrine Charles Davies, mariner ; William Chubb, sail-maker ; Robert Seaton and James Tippet, shipwrights, Bristol.

Master : P. C. Davies.

Registered anew No. 4 in 1820, on alteration in description.

No. 4, 1 APRIL 1820.

371 $\frac{1}{2}$ tons ; 2 decks ; 2 masts and a trysail mast ; snow rig ; otherwise as above.

Owners and Master : as above.

Vessel lost in 1821. Register closed in 1822.

The *M.R.* for 1816 shows the *Peggy* as ship rigged, and states she was almost rebuilt in 1795. *F.F.B.J.*, 25 Nov. 1820 announced that she had been lost at sea while bound from Bristol for Miramichi.

JOHN. Built at Chepstow, 1819.

No. 17, 12 JUNE 1819.

184 tons ; length 86' 11" ; breadth (above) 21' 9" ; depth 15' 1".

1 deck ; 2 masts ; snow rig ; square stern ; no gallery ; bust head.

Owner : John Irving, merchant, Bristol.

Masters : David Smale. 6 Jan. 1820, James Veysey. 29 July 1820, Thomas Whitmore.

Registered anew No. 7 in 1821 ; 3 March 1821.

No. 7, 18 FEB. 1824.

Previous registry, Bristol No. 7 in 1821.

Constructional details as above, except now a poop deck and brig rig.

Owner : as above.

Masters : Gabriel Forster. 24 Sept. 1825, William Gorrie. 4 Oct. 1825, William Dale. 6 April 1827 (London), John Danham. 1 Nov. 1827 (London), James Pasley. 3 Feb. 1830, Richard Dunn.

Register cancelled at London, 2 March 1831.

A West-Indiaman, but made occasional intermediate voyages to St. Petersburg or to Odessa. Masters during the period between the two registries were—Charles Stephens (1821-2) and Vesey (1823).

M I L O. Built at Sunderland, 1818.

No. 18, 16 JUNE 1819.

Previous registry, Sunderland No. 121 in 1819.

162 $\frac{3}{4}$ tons ; length 76' ; breadth (above) 22' 10" ; depth 14' 6 $\frac{1}{2}$ ".

1 deck ; 2 masts and a trysail mast ; snow rig ; square stern ; no gallery ; bust head.

Owners : Edward Young and John Matthew Young, merchants, Bristol.

Masters : Edward Young, jr. 7 Dec. 1819, John Herd. 22 March 1821,

John Morris. 29 June 1822, George Young, jr. 27 March 1823, John

Lapp. 10 Dec. 1824, George Blackmore. 16 Aug. 1825, Philip Stack.

Registered anew No. 29 in 1826.

No. 29, 14 FEB. 1826.

168 $\frac{3}{4}$ tons ; otherwise as above.

Owners : as above (each 32 shares).

Masters : Peter Stark. 1 Oct. 1829 (London), Bartholomew George Smith Day.

8 Nov. 1827 ; J. M. Young sold 32 shares to Edward Young.

10 July 1833 ; E. Young sold the whole to Edward Drew, merchant, Bristol.

Registered anew No. 24 in 1833, on change of property.

No. 24, 5 SEPT. 1833.

Constructional details as above.

Owner : Edward Drew, merchant, Bristol.

Master : George Wilcox.

Register cancelled at London, 22 May 1824 (*sic*).

The *Milo* can be traced making very varied voyages, e.g., West Indies, Philadelphia, St. Petersburg and the Cape of Good Hope. In December, 1823, she was reported ashore at Cronstadt and abandoned, but was evidently salvaged. In her later years she was a South Shields collier and drops from *L.R.* between 1843-5.

MARS. Built at Bristol, 1819.

No. 21, 5 JULY 1819.

228 $\frac{5}{8}$ tons; length 87' 6"; breadth (below) 24' 5"; depth 16' 1".

1 deck; 2 masts; brig rig; square stern; no gallery; bust head.

Owners: Thomas Daniel and Ashfield Hunt, Bristol; and John Daniel, London, all merchants.

Master: Matthew Davenhill.

Registered anew at London, No. 166 in 1823; 24 May 1823.

A West-Indiaman.

RAWLINS. Built at Chepstow, 1819.

No. 24, 18 AUG. 1819.

345 $\frac{1}{2}$ tons; length 104' 4"; breadth (above) 27' 3"; depth 17' 3 $\frac{1}{2}$ ".

1 deck; 3 masts; ship rig; square stern; quarter galleries; man bust head.

Owners: Richard Drew, merchant, Bristol, and James Davoren, esquire, Cheltenham.

Masters: Thomas Pell. 10 Oct. 1820 (London), John Drew.

14 Oct. 1819; J. Davoren sold his share to Richard Drew.

Registered anew at London, No. 250 in 1820; 19 Oct. 1820.

The *Rawlins* made one Nevis voyage before her sale to London. She was later cut down to a barque and drops from the register 1847-9.

LUCY ANNE. Built at Bristol, 1819.

No. 27, 5 OCT. 1819.

289 $\frac{1}{4}$ tons; length 97' 11"; breadth (above) 26'; height 5'.

2 decks; 3 masts; ship rig; square stern; quarter galleries; bust head.

Owners: Butler Thompson Claxton, Thomas Skryme Protheroe, John Harris, Thomas Protheroe and Thomas Wadley, merchants, Bristol; John Lavicourt Anderdon, merchant, and Adolphus Pugh Johnson, insurance broker, London.

Master: Edward John Power.

25 May 1820; T. S. Protheroe sold one-eighth to Richard Hunt, iron merchant, Bristol.

23 Aug. 1820; B. T. Claxton sold three-eighths to Charles Franks, banker, London.

14 Nov. 1821; C. Franks sold two-eighths to James Drew, mariner, Clifton, and one-eighth to Zachary Bailey, gentleman, Frome.

Registered anew No. 4 in 1822.

No. 4, 14 FEB. 1822.

Constructional details as above.

Owners : John Harris, Thomas Skryme Protheroe, Thomas Wadley, James Drew, jr., Richard Hunt and Thomas Protheroe, merchants, Bristol ; John Lavicourt Anderdon, merchant, and Adolphus Pugh Johnson, insurance broker, London ; Zachary Bailey, gentleman, Frome.

Masters : Edward John Power. 20 Jan. 1823, John Drew.

17 Aug. 1823 ; Z. Bailey sold one-eighth to Richard Jones, sail-maker, Bristol.

29 Jan. 1824 ; T. Wadley sold 4 shares to John Harris.

2 Oct. 1824 ; R. Hunt sold 8 shares to Thomas Etheridge, merchant, Bristol.

Registered anew No. 72 in 1824.

No. 72, 21 DEC. 1824.

Constructional details as above.

Owners : James Drew, jr. (16 shares), John Harris (12), Richard Jones (8), Thomas Etheridge (8), Thomas Protheroe (6), and Thomas Skyrme Protheroe (2), all merchants, Bristol. Adolphus Pugh Johnson, insurance broker (8), and John Lavicourt Anderdon, merchant (4), London.

Masters : William Mark Edghill. 8 Sept. 1825, John Whitmore. 19 March 1827, James Barton. 20 Sept. 1827 (London), James Cruikshank Barton. 3 Dec. 1827, William Henry Vassal Sampson.

21 Nov. 1827 ; T. Protheroe and T. S. Protheroe sold 8 shares to James Drew, jr.

15 Jan. 1829 ; T. Etheridge sold 8 shares to John Harris.

Registered anew No. 5 in 1829, on alteration in description.

No. 5, 26 JAN. 1829.

Constructional details as above, except now barque rig.

Owners : John Harris and Richard Jones, co-partners (28 shares), and James Drew, jr. (24), merchants, Bristol. Adolphus Pugh Johnson, insurance broker (8), and John Lavicourt Anderdon, merchant, London (4).

Master : William Henry Vassal Sampson.

10 Dec. 1829 ; Richard Drew and William Drew, merchants, London, with Francis Bargeer, merchant, Bristol, executors of James Drew, jr., deceased, sold 24 shares to J. Harris and R. Jones.

18 Dec. 1829 ; J. L. Anderdon sold 4 shares to J. Harris and R. Jones.

Registered anew No. 86 in 1829.

No. 86, 30 DEC. 1829.

Constructional details as above, except now ship rig.

Owners : John Harris and Richard Jones, merchants, Bristol (56 shares) with Adolphus Pugh Johnson, insurance broker, London (8).

Master : W. H. V. Sampson.

29 Sept. 1831 ; A. P. Johnson sold 8 shares to J. Harris and R. Jones.
23 Feb. 1836 ; the whole sold to John William Cornish, gentleman, Bristol.
26 Feb. 1836 ; the whole sold to Richard Jones, merchant, Bristol.
Registered anew No. 48 in 1836, on change of property.

No. 48, 12 AUG. 1836.

Constructional details as above.

Owner : Richard Jones, merchant, Bristol.

Masters : W. H. V. Sampson. 15 March 1837 (Kingston), Edward Shilstone. 10 Oct. 1837, George Willcox.

12 Oct. 1838 ; R. Jones sold 20 shares to each John Drew and Edward Drew, merchants, Bristol.

17 Jan. 1839 ; R. Jones sold 8 shares to William Cross, merchant, Bristol.
J. Drew and E. Drew each sold 4 shares to W. Cross.

Registered anew No. 15 in 1839.

No. 15, 4 APRIL 1839.

Constructional details as above ; head described as a ' female bust '.

Owners : Richard Jones, William Cross, John Drew and Edward Drew, merchants, Bristol, each holding 16 shares.

Masters : John Browne. 30 Aug. 1841 (Liverpool), Henry Wills.

27 Oct. 1841 ; R. Jones, W. Cross and J. Drew each sold 16 shares to Charles Edward Bernard, jr. and Walter Craufuird Bernard, merchants and co-partners, Bristol.

Registered anew No. 36 in 1841.

No. 36, 18 Nov. 1841.

Constructional details as above.

Owners : Charles Edward Bernard, jr. and Walter Craufuird Bernard (48 shares) with Edward Drew (16), merchants, Bristol.

Masters : James Hamond. 9 March 1842, James Salter. 8 May 1844, Joseph Tripp.

30 April 1844 ; 48 shares held in partnership by C. E. Bernard and W. C. Bernard sold to Charles Edward Bernard, merchant, Bristol.

Registered anew at Cork in 1845.

The much-registered *Lucy Anne* was originally a West-Indiaman, but later made more varied voyages including a period as an American packet. *F.F.B.J.* 11 Aug. 1841 relates a somewhat amusing incident in which she carried away part of Prince Street Bridge. On 12 Jan. 1845, bound from Ichaboe for Bristol, she entered Kinsale Harbour in a heavy gale and went on the rocks. The Press reported that she would be a total wreck, but she was evidently salvaged, repaired, and re-registered at Cork. *L.R.* notes a ' large repair ' in 1845 and subsequent issues show her as owned by Scott and Co., Cork, with her voyages given variously as Quebec, New York and Valparaiso. She drops from the register between 1852-54.

USK. Built at Newport, Mon., 1819.

No. 31, 20 OCT. 1819.

232 $\frac{3}{4}$ tons ; length 88' 8" ; breadth (below) 24' 6 $\frac{1}{2}$ " ; depth 17'.

1 deck ; 2 masts and a trysail mast ; square stern ; snow rig ; no galleries ; bust head.

Owners : Thomas Daniel, Levi Ames, jr., Jeremiah Ames, John Ames, jr., Charles Pinney and Robert Edward Case, Bristol ; and John Daniel, London, all merchants and joint owners.

Master : Thomas Gardiner.

Registered anew No. 37 in 1819, on alteration in description.

No. 37, 4 DEC. 1819.

232 $\frac{3}{4}$ tons ; ship rig ; 3 masts ; otherwise as above.

Owners : as above.

Masters : William Henry Weldy. 15 Feb. 1823 (London), Edward John Power. 18 June 1825, J. E. Harris.

Registered anew No. 47 in 1826, on alteration in description.

No. 47, 11 APRIL 1826.

224 $\frac{1}{2}$ tons ; 1 deck and a half-deck ; height 6' [in place of depth measurement] ; square rig ; otherwise as before.

Owners : Charles Pinney and Robert Edward Case, co-partners as Pinney, Ames and Co. (21 shares) ; the legal representative of Jeremiah Ames, deceased (11) ; Levi Ames (8) ; John Ames (8) ; and Thomas Corey (8), all merchants, Bristol. Also Thomas Daniel, Bristol, and John Daniel, London, merchants and co-partners as Thomas Daniel and Son (8).

Master : Joseph Essex Harris.

22 Nov. 1826 ; the whole sold to Peter Maze and James Maze, merchants and co-partners, Bristol.

Registered anew No. 101 in 1826, on change of property.

No. 101, 14 DEC. 1826.

230 $\frac{1}{2}$ tons ; 2 decks ; ship rig ; otherwise as above.

Owners : Peter Maze and James Maze, merchants and co-partners trading as Peter Maze and Sons, Bristol.

Masters : William Viner. 21 March 1829 (Liverpool), George Roberts. 31 Aug. 1829 (Bathurst, River Gambia), James McLean. 29 July 1830, Charles Anderson. 20 May 1831 (Liverpool), Charles Hill.

18 April 1831 ; the whole sold to Edward Bevan and Michael Yates, merchants and co-partners trading as Edward Bevan and Co., Bristol.

9 Dec. 1831 ; the whole sold by Peter Maze, surviving partner of James Maze, deceased, to Edwin Allies, potter, Bristol.

Registered anew No. 52 in 1831, on change of property.

[Considered together, the last two entries are inexplicable, but it seems probable that the earlier sale was cancelled and the entry left in the register by an oversight.]

No. 52, 31 DEC. 1831.

Constructional details as above, except now barque rig, and 2 decks and a quarter-deck.

Owner : Edwin Allies, potter, Bristol.

Master : Charles Hill.

25 Feb. 1832 ; the whole sold to Edward Drew, merchant, Kingsdown, Gloucestershire.

Registered anew No. 11 in 1832, on change of property.

No. 11, 2 MARCH 1832.

Constructional details as above.

Owner : Edward Drew, merchant, Kingsdown.

Master : Charles Hill.

4 May 1832 ; E. Drew sold 32 shares to William Drew, merchant, London. Register closed at Dartmouth, 29 March 1834.

The *Usk* was a West-Indiaman until 1826 and in that period can be traced making at least one voyage in the intermediate trade between St. Kitts and Nova Scotia. In December, 1826 she commenced the first of a series of African trading voyages. On an intermediate voyage to Smyrna in October, 1827, she was plundered by Greek pirates off Cape Angelo, but allowed to depart after 91 hogsheads of sugar and about 70 tons of iron had been taken.

WILLIAM. Built at Chepstow, 1819.

No. 32, 23 OCT. 1819.

175½ tons ; length 80' 11½" ; breadth (above) 22' 1" ; depth 13' 2".

1 deck ; 2 masts ; snow rig ; square stern ; no galleries ; man bust head.

Owners : William Scott, merchant, and William Lund, mariner, Bristol.

Masters : William Lund. 29 Sept. 1823, D. Dawson. 16 Jan. 1824, W. Lund.

10 Jan. 1822 ; W. Scott sold his half share to W. Lund.

Registered anew at Liverpool, No. 84 in 1825 ; 2 April 1825.

A Demerara-man, but also made one voyage to St. Petersburg and one to Constantinople.

APOLLO. Built at Bristol, 1819.

No. 38, 8 DEC. 1819.

254½ tons ; length 96' 8" ; breadth (below) 24' 5" ; depth 16'.

2 decks, the lower not fully laid ; 3 masts ; ship rig ; square stern ; quarter galleries ; a bust head.

Owners : Ashfield Hunt and George Henry Ames, merchants, and George Mereweather, mariner, Bristol.

Master : George Mereweather.

10 Oct. 1820 ; A. Hunt sold one-eighth to Robert Bush and Henry Bush, merchants, Bristol.

Registered anew at London, No. 368 in 1823 ; 22 Dec. 1823.

The *Apollo* was built by Hilhouse and was a West-Indiaman while in Bristol ownership. Later she was owned by Crighton, Dundee, and was abandoned at sea while bound from Montreal to her home port. As a derelict she was last sighted on 12 Dec. 1846 in Lat. 29°N., Long. 20°W. (*Sea Breezes*, XIX, Dec. 1934, p. 24).

FLORA. Built at Chepstow, 1819.

No. 41, 30 DEC. 1819.

270 $\frac{1}{2}$ tons ; length 92' ; breadth (above) 26' ; depth 17'.

1 deck ; 3 masts ; ship rig ; square stern ; no gallery ; woman bust head.

Owner : John Irving, merchant, Bristol.

Master : John Whitemore.

Registered anew No. 36 in 1820, on alteration in description.

No. 36, 22 NOV. 1820.

Constructional details as above, except now snow rig, 2 masts.

Owner : as above.

Master : James Rae.

Registered anew at Liverpool, No. 17 in 1822 ; 8 March 1822.

Sale advertisements of the *Flora*, in January, March and October, 1820, indicate she was not fitted out as a ship, but was eventually rigged as a snow and sent on a voyage to Trinidad. She was sold at Liverpool on her return.

ACHILLES. Built at Bristol, 1820.

No. 6, 12 APRIL 1820.

252 $\frac{1}{2}$ tons ; length 93' 3" ; breadth (below) 25' 1" ; height 5' 1".

2 decks ; 3 masts ; ship rig ; square stern ; no gallery ; bust head.

Owner : George Booth, merchant, Bristol.

Master : Thomas Hamlyn.

Registered anew No. 33 in 1820.

No. 33, 13 NOV. 1820.

Constructional details as above.

Owner : as above.

Masters : Thomas Hamlyn. 30 April 1825, John Warren.

Registered anew No. 78 in 1825, on change of property.

No. 78, 17 Nov. 1825.

Constructional details as above.

Owners : George Booth and Michael Willcox, merchants, Bristol, each 32 shares.

Masters : Thomas Hamlyn. 3 Dec. 1825, Thomas Cox.

7 Dec. 1826 ; M. Willcox mortgaged 32 shares to Charles Pinney and Robert Edward Case, merchants and co-partners, Bristol.

13 May 1830 ; G. Booth mortgaged 32 shares to Thomas Kington Bayley, merchant, Bristol.

16 Feb. 1831 ; G. Booth and T. K. Bailey sold 24 shares to George Lunell and Samuel Lunell, merchants and co-partners ; and 8 shares to John Gilmore, merchant, all of Bristol.

13 June 1831 ; Elizabeth Willcox, widow and administrator of M. Willcox, with C. Pinney and R. E. Case, mortgagees, sold 24 shares to G. and S. Lunell, and 8 shares to Daniel Stanton, merchant, Bristol.

28 Nov. 1831 ; the whole sold to William Tindall, East Dulwich (22 shares) ; James Tindall (21) and Robert Tindall (21), Scarborough, all ship owners.

Registered anew at London in 1831.

A West-Indiaman which, in 1823, ran from Lundy to Barbados in 25 days. In September, 1826, she met a hurricane on the homeward passage and lost her bowsprit and main topmast, arriving at Bristol with five feet of water in her hold. In the ownership of the Tindalls she sailed to Ceylon and Mauritius. She was cut down to a barque, c. 1844, and drops from the register 1847-9.

RICHARD REYNOLDS. 33023. Built at Chepstow, 1820.

No. 9, 27 APRIL 1820.

299½ tons ; length 97' ; breadth 26' 6" ; depth 18' 1".

1 deck ; 3 masts ; square stern ; ship rig ; quarter galleries ; man bust head ; high quarter-deck.

Owner : John Irving, merchant, Bristol.

Master : John Whitmore.

Registered anew at London, No. 289 in 1820 ; 28 Nov. 1820.

The *Richard Reynolds*, although advertised for Trinidad in October, 1820 (James Rae, master), and for Jamaica in December, 1820 (William Blake, master), did not apparently make a voyage in Bristol ownership. She was later converted to a brig or snow and, after a number of changes of ownership, drops from the register in the 1860's.

ST. VINCENT PLANTER. [*St. Vincent's Planter* in L.R. and in the 1845 registration.] Built at Bristol, 1820.

No. 12, 25 MAY 1820.

255 $\frac{3}{4}$ tons; length 97'; breadth (below) 24' 6"; height (cabin) 6' 4".

1 deck and a quarter-deck; 3 masts; ship rig; square stern; quarter galleries; bust head.

Owners: John Gilbert and Henry Taylor, merchants, with James Pasley, mariner, all of Bristol.

Masters: James Pasley. 19 June 1822 (London), Francis Norton. 7 Dec. 1822, James Pasley.

6 April 1821; J. Gilbert and H. Taylor sold two-sixths to Archibald Christie, broker, London.

29 Oct. 1821; J. Gilbert and J. Pasley each sold one-sixth to John Brooks Player, wine merchant, Bristol.

13 June 1822; J. Pasley sold one-sixth to A. Christie.

15 June 1822; H. Taylor sold one-sixth to Peter Maze and Charles Murry, merchants, Bristol.

26 Sept. 1822; the assignees of J. B. Player sold two-sixths to A. Christie. Registered anew at London, No. 289 in 1823.

No. 27, 7 JUNE 1845.

Previous registry, London No. 32 in 1840.

256 $\frac{1}{4}$ tons; depth 16'; square rig; male bust head; otherwise as above.

Owners: Thomas Yandell Venn, merchant (48 shares), and George Whitwill, ship owner (8), Bristol; with James Daly, merchant, Jamaica (8).

Masters: George Whitwill. 17 Dec. 1845 (Port Louis), John Whitwill. 7 Dec. 1846 (London), Charles Fraser. 15 Dec. 1846 (London), William Ryan. 29 Oct. 1847 (Liverpool), Dewsbury Harrison. 9 Sept. 1851, David Griffiths.

5 Dec. 1844 [?]; Joseph Gordon, merchant, Jamaica, executor of James Daly, deceased, sold 8 shares to George Whitwill.

29 Oct. 1847; T. Y. Venn mortgaged 48 shares to George Edwards and George William Edwards, stock and share brokers, Bristol.

23 Oct. 1848; G. and G. W. Edwards sold 48 shares to G. Whitwill.

Vessel lost in the Gut of Canso, Oct. 1852. Register closed 1853.

The *St. Vincent Planter* was a West-Indiaman throughout her early career and also in the ownership of Green and Co., London. The local Press of September, 1852, announced that, bound from Richibucto for Bristol, she had been condemned at Halifax, 'being much strained and leaking badly.' This does not completely tally with the fate recorded in the register.

JOHN. Built in Prince Edward Island, 1811.

No. 18, 22 JULY 1820.

Previous registry, Prince Edward Island No. 11 in 1811.

317½ tons; length 102' 3"; breadth (above) 27' 2"; depth 18'.

1 deck; 2 masts and a trysail mast; snow rig; square stern; no gallery; bust head.

Owner: John Cambridge, merchant, Bristol.

Masters: Evan Thornhill. 27 Feb. 1821, Richard Wall. 6 April 1824, William Chantler.

Registered anew No. 57 in 1826.

No. 57, 29 APRIL 1826.

Constructional details as above.

Owner: as above.

Masters: Alexander Wardlaw. 4 April 1827 (London), Henry Watts. 29 April 1828 (London), William Chantler.

28 May 1827; J. Cambridge mortgaged the whole to John Cave, esquire, Brentry House, Westbury-on-Trym.

Vessel lost 1828. Certificate cancelled at St. John, N.B.

The *John* was owned by a member of the Cambridge family before 1820, *vide* the *M.R.* for 1816. She usually sailed between Prince Edward Island and Great Britain, but made at least one voyage to the West Indies.

ASIA. Built at Bristol, 1820.

No. 21, 9 AUG. 1820.

180¾ tons; length 79'; breadth (above) 23' 6"; depth 13' 8".

1 deck; 2 masts and a trysail mast; square rig; square stern; no gallery; bust head; a quarter-deck.

Owner: William Scott, merchant, Bristol.

Masters: William Leslie. 8 Nov. 1820, Thomas Snell. 23 May 1822, Samuel Jones. 9 Jan. 1823, Alexander Leslie. 4 Dec. 1824, George Mereweather. 28 Oct. 1825 (London); John Storey.

Registered anew at London, No. 893 in 1825; 8 Nov. 1825.

The *Asia* was built by James Tippet and Co., mainly of Indian teak. She was employed as a West-Indiaman.

FELIZA. 25269. Built at Bristol, 1820.

No. 27, 5 OCT. 1820.

324¾ tons; length 103' 6"; breadth (below) 26' 6"; height 5' 8".

2 decks, the lower open amidships; 3 masts; ship rig; square stern; quarter galleries; bust head; a high quarter-deck.

Owners : John Vaughan and Philip Vaughan, merchants, with Thomas Harvey, mariner, all of Bristol.

Master : Thomas Payne. 2 March 1822, Frederick Cundy.

Registered anew No. 73 in 1825.

No. 73, 10 Nov. 1825.

Constructional details as above.

Owners : John Vaughan and Philip Vaughan (48 shares jointly) ; and Thomas Harvey, all merchants, Bristol.

Master : Frederick Cundy.

21 Oct. 1831 ; J. and P. Vaughan sold 48 shares to Philip John Miles and Thomas Kington, merchants and co-partners, Bristol.

21 Oct. 1831 ; Anne Harvey, widow and executrix of Thomas Harvey, deceased, sold 16 shares to George Hilhouse and Charles Hill, merchants trading as George Hilhouse and Co., Bristol.

Registered anew No. 10 in 1832.

No. 10, 11 FEB. 1832.

Constructional details as above.

Owners : George Hilhouse and Co. (16 shares) ; Messrs. Miles and Kington (48), all of Bristol.

Masters : Gabriel Forster. 8 Aug. 1836, John Sanders. 31 March 1837, Isaac Reynolds. 28 Oct. 1837, John D. Moore. 14 June 1841, J. F. Sanders. 9 May 1842, John D. Moore. 24 Oct. 1843, James Pike.

2 Nov. 1844 ; Messrs. Hilhouse, Hill and Co., sold 16 shares to Henry Bush, merchant, Bristol.

1 June 1845 ; H. Bush sold 16 shares to Philip William Skinner Miles, merchant, Bristol.

Registered anew No. 61 in 1845.

No. 61, 16 Oct. 1845.

Constructional details as above.

Owners : Philip William Skinner Miles, John William Miles, William Miles and Thomas Kington, merchants and co-partners trading as Miles and Kington (48 shares) ; P. W. S. Miles (16) ; Bristol.

Masters : James Pike. 1 July 1846 (Cardiff), Thomas Smith. 2 Dec. 1847 (London), James de la Cour Fox. [n.d.], Thomas Smith. 13 Oct. 1852 (London), J. de la C. Fox. 3 Nov. 1852, John Saunders.

30 June 1853 ; the whole sold to John Goolden Perrin, William Lionel Freestone and Samuel William Tuckey, trading as J. G. Perrin and Co., Bristol.

Registered anew No. 63 in 1853.

No. 63, 16 JULY 1853.

Constructional details as above, except now square rig.

Owners : J. G. Perrin and Co., Bristol. [Partners as above.]

Masters: Francis Vincent. 16 Feb. 1855 (Cardiff), George Erwin.

19 July 1853; 48 shares sold as follows: George Whitwill, ship owner, Bristol (16); Edward Bonser, grocer, Bristol (8); Samuel Perrin, wool-stapler, Temple Cloud (16); William Perrin, merchant, London (8).
9 Feb. 1854; E. Bonser sold 8 shares to S. Perrin, merchant, Temple Cloud.

(1A/179)

15 Sept. 1857; G. Whitwill mortgaged 16 shares to John Bates and Henry Were, bankers, Bristol.

7 Sept. 1857; 16 shares transferred from J. G. Perrin and Co., bankrupt, to Edward Mant Miller and William Miles, assignees.

21 March 1855; W. Perrin, deceased, bequeathed 8 shares to S. Perrin.

15 April 1858; S. Perrin sold 24 shares to John Arthur Meager, ship broker, Swansea.

15 April 1858; J. A. Meager sold 16 shares to Robert Pennell, master mariner, Swansea.

16 April 1858; E. M. Miller and W. Miles sold 16 shares to J. A. Meager.

17 April 1858; J. Bates and H. Were sold 16 shares to J. A. Meager.

29 April 1858; S. Perrin sold 8 shares to J. A. Meager.

(2A/42)

16 Dec. 1858; on the death of J. A. Meager, 48 shares reverted to Adeline Meager, widow, Swansea.

25 Jan. 1860; A. Meager and R. Pennell sold the whole to Thomas Charlton, steam boat owner, North Shields.

31 Jan. 1860; T. Charlton sold 16 shares to Richard Cafton, steam boat owner, North Shields.

Vessel lost in the North Sea, October 1860. Registry closed 3 Dec. 1864.

The *Feliza* was built by Hilhouse and a sale notice of September, 1831 stated she 'has had but little wear and tear, having made but one voyage to Jamaica annually, with the exception of two voyages to Archangel.' A further sale notice of June, 1853, also stated she 'has always been in the West India trade.' In spite of her long life she was not often featured in Press reports of an unusual nature, one of the few being an account of an encounter with pirates near Havannah in the latter part of 1822. *B.M.*, 18 June 1853, contained a report of what we now term a 'quick turn round.' The *Feliza* came in on the 17th with 484 hogsheads, 58 tierces and 21 bales of sugar, and 25 puncheons of molasses from Trinidad. The whole consignment, amounting to 588 casks, was landed, coopered, weighed and warehoused in 27 working hours. Then 290 tons of outward cargo, stores and ballast, were loaded and she left the port again on the 21st.

WEARE. Built at Bristol, 1820.

No. 39, 1 DEC. 1820.

446 $\frac{3}{4}$ tons; length 116'; breadth (below) 29' 4"; height 6' 6".

1 deck, with forecastle and poop decks ; 3 masts ; ship rig ; square stern ; quarter galleries ; a bust head.

Owners : Robert Bright, William Fuss, William Wilson, George Gibbs, Richard Bright and Richard Honnywill, merchants, Bristol.

Masters : Nicholas Pocock. 5 Dec. 1821, William Emerson.

Vessel lost near Ballycotton, per *Lloyd's List*, 7 Jan. 1823.

The *Weare* was built at Hilhouse's 'new dockyard, opposite Hotwell Road,' and launched 23 Sept. 1820. She made two voyages to Jamaica, but was wrecked at the outset of her third, on 1 Jan. 1823, between Ballycotton and Youghal. Evans (*Chron. Hist.*, p. 324), stated that 15 persons, including the master, pilot and 6 passengers, were drowned, and 13 escaped, but another account states that out of 32 persons, 14 escaped. The vessel became a complete wreck overnight. A print of the wreck, from a drawing by G. Hill, is in the collection of the B.A.G.

EBENEZER. Built at Bristol, 1820.

No. 25, 19 AUG. 1825.

Previous registry, Bristol No. 2 in 1821.

307 $\frac{3}{4}$ tons ; length 94' 11" ; breadth (below) 27' 7" ; height (cabin) 6' 4". 2 decks, and a quarter-deck ; 3 masts ; ship rig ; square stern ; no galleries ; bust head.

Owners : Hugh Duncan Baillie, James Evan Baillie and George Henry Ames, merchants trading as Evan Baillie, Sons and Co. (56 shares) ; Alfred Jones, gentleman, (8) ; all of Bristol.

Master : David Prosser.

Registered anew No. 65 in 1829, on alteration in description.

No. 65, 2 OCT. 1829.

Constructional details as above, except now no mention of a quarter-deck, and the addition of quarter badges.

Owners : as above.

Masters : David Prosser. 12 May 1831, John Carter Warren. 9 Nov. 1831, Richard Radford.

Vessel lost on the Cornish coast. Registry closed 30 Sept. 1833.

The *Ebenezer* was built by James Tippet, at Canon's Marsh, and was a West-Indiaman. A 'quick turn round' was recorded in 1823, when she arrived at the Quay on the 17th April, discharged 540 hogsheads of sugar, and some rum and molasses, by the 22nd, and then loaded and sailed on the 24th for St. Vincents. Her loss took place on 31 Aug. 1833 at Port Isaac, when she was dismasted, driven ashore and had seven feet of water in her hold. The crew were saved, but the ship was a complete wreck the next day and 'only six puncheons of rum saved'.

COMMERCE. Built at Prince Edward Island, 1813.

No. 26, 13 SEPT. 1822.

Previous registry, Bristol No. 11 in 1821.

372½ tons; length 111' 6"; breadth (above) 27' 11"; depth 22'.

1 deck; 3 masts; barque rig; square stern; no gallery; no head.

Owner: John Cambridge, merchant, Bristol, a quaker.

Master: John Toms.

Vessel wrecked 13 July 1823, per *Lloyd's List*, 21 Oct. 1823, near Madan.

[Probably Madang, New Guinea.]

It is possible the *Commerce* was first registered at Bristol in 1813, for she sailed for Batavia and Calcutta in May, 1814, J. Cole, master, and was then owned by Cambridge. She was reported to have arrived in the following September at Batavia, 'after a pleasant 17 weeks' passage.' She did not, apparently, return to Bristol, but to London, where she was surveyed in 1816. The *M.R.* shows that she made a voyage to Grenada under Captain J. Danson, and she was described as ship rigged at that time.

HENRY CARTER. Built at Bristol, 1821.

No. 42, 16 JULY 1824.

Previous registry, Bristol No. 16 in 1821.

211½ tons; length 93' 2"; breadth (below) 22' 8½"; height (cabin) 6' 7".

2 decks; 3 masts; ship rig; square stern; no galleries; bust head.

Owner: John Irving, merchant, Bristol.

Masters: Richard Dunn. 18 Nov. 1826, James Veysey. 21 Jan. 1828

(Trinidad), Thomas Gilbert Carter. 3 May 1828, James Phillips.

15 Oct. 1828, Thomas Gilbert Carter.

20 Nov. 1824; J. Irving sold 16 shares to Christopher Claxton, merchant, Bristol.

4 Feb. 1826; C. Claxton sold 16 shares to J. Irving.

16 Oct. 1828; J. Irving sold 16 shares to William Protheroe, merchant, Bristol.

Registered anew No. 58 in 1829, on alteration in description.

No. 58, 4 AUG. 1829.

Constructional details as above, except now barque rig.

Owners: John Irving (48 shares), and William Protheroe (16), merchants, Bristol.

Masters: John Denham Moore. 19 March 1830, George Roberts. 25 Oct. 1830, Christopher Wrangles.

5 March 1830; W. Protheroe sold 16 shares to J. Irving.

Vessel burnt at sea, 25 March 1831.

The *Henry Carter* made her first voyage to St. Petersburg, under Thompson Todd, after which R. Dunn took over for a West-India voyage. Thereafter the voyages varied between West Indies, Baltic, Mediterranean and the Black Sea. She was burnt at sea on 25 March 1831, when bound from Port-au-Prince for Falmouth, and her crew landed at Nassau, N.P.

HENRY. Built at Malta, 1818.

No. 4, 20 JAN. 1825.

Previous registry, Bristol No. 20 in 1821.

161 $\frac{1}{4}$ tons ; length 81' 8" ; breadth (above) 21' 10" ; depth 6' 9".

1 deck ; 2 masts ; brig rig ; square stern ; no galleries ; scroll head.

Owner : Robert Hunter, merchant, Bristol.

Masters : Nathaniel Toms. 7 Nov. 1827, John Vivian. 8 Mar. 1828 (Malta), John Bell.

Registry closed at Malta, 1835.

PORTLAND. Built at Bristol, 1822.

No. 5, 16 FEB. 1822.

385 $\frac{3}{4}$ tons ; length 107' 5" ; breadth (below) 28' 4" ; height (cabin) 6' 1".

Quarter, main and forecastle decks ; 3 masts ; square stern ; ship rig ; quarter galleries ; bust head.

Owners : James Martin Hilhouse, George Hilhouse and Robert Hilhouse, merchants, Bristol.

Masters : John Whitmore. 25 Oct. 1823, Michael Brace.

27 Jan. 1823 ; the whole sold to Thomas Stock, merchant, Bristol.

28 Jan. 1823 ; the whole sold to George Hilhouse, merchant, Bristol.

29 Sept. 1823 ; the whole sold to John Anderson and James Wyld, merchants, Leith.

Registered anew at Leith, No. 18 in 1824 ; 16 March 1824.

Made two Jamaica voyages before her sale to Leith.

MARIA. Built at Bristol, 1822.

No. 11, 6 April 1822.

388 $\frac{1}{2}$ tons ; length 107' 7" ; breadth (below) 28' 5 $\frac{1}{2}$ " ; height 6' 5".

3 decks ; 3 masts ; ship rig ; square stern ; quarter galleries ; bust head.

Owners : James Martin Hilhouse, George Hilhouse and Philip John Miles, merchants, Bristol.

Masters : Thomas Furlong. 28 Nov. 1822, Richard Williams. 21 June 1824, Isaac Reynolds. 27 Nov. 1824, Richard Williams.

27 Jan. 1823 ; the executors of J. M. Hilhouse and G. Hilhouse sold their shares to Thomas Stock, Bristol.

28 Jan. 1823 ; T. Stock sold one-quarter to George Hilhouse, merchant, Bristol.

Registered anew No. 97 in 1826, on change of property.

No. 97, 15 Nov. 1826.

Constructional details as above.

Owners : Philip John Miles (40 shares), and George Hilhouse (16), merchants ; with Richard Williams, mariner (8), all of Bristol.

Master : Richard Williams.

Vessel foundered at sea, 1832.

A Jamaican.

SOPHIA. Built at Chepstow, 1822.

No. 12, 10 APRIL 1822.

376½ tons ; length 108' 10" ; breadth (below) 27' 11" ; depth 17' 10".

1 deck ; 3 masts ; ship rig ; square stern ; no galleries ; woman bust head ; high quarter-deck.

Owner : John Irving, merchant, Bristol.

Masters : John Meek. 31 Jan. 1823, Henry Rogers. 10 Feb. 1824, James Rae.

11 Nov. 1822 ; the whole sold to James Drew, jr. and John Harris, merchants, Bristol.

Registered anew No. 23 in 1826, on change of property.

No. 23, 9 FEB. 1826.

Constructional details as above, except now false galleries.

Owners : James Drew, jr. and John Harris, merchants, Bristol, each 32 shares.

Masters : William Henry Vassal Sampson. 2 Feb. 1827, James Rae. 7 May 1828 (London), David Dawson. 18 Dec. 1829, James Barclay.

Registered anew at London.

A West-Indiaman, and she continued in that trade in London ownership. She last appears in *L.R.* in 1855 when owned by Somes, London.

MARY. Built at Prince Edward Island, 1815.

No. 14, 17 APRIL 1822.

Previous registry, Prince Edward Island No. 19 in 1818.

374½ tons ; length 106' ; breadth (above) 28' 5" ; depth 20' 2".

2 decks and a poop deck ; 3 masts ; barque rig ; square stern ; no gallery ; a bust head.

Owners : Lemuel Cambridge and Artemus Cambridge, merchants, Bristol.

Masters : Henry Elsdon. 26 March 1825, John Jones.

7 Oct. 1825 ; 13 shares sold to Francis Fisher, merchant, Bristol.

Registered anew No. 52 in 1826.

No. 52, 20 APRIL 1826.

Constructional details as above.

Owners : Artemus Cambridge, Bristol, and Lemuel Cambridge, Charlottetown, merchants and co-partners (31 shares) ; Henry Winchester, gentleman, the Strand, Middlesex (20) ; and Francis Fisher, jr., merchant, Bristol (13).

Master : John Toms.

21 Feb. 1827 ; F. Fisher sold 13 shares to L. and A. Cambridge.

[Three mortgage transactions omitted for reasons of space.]

18 Aug. 1829 ; the assignees of Lemuel and Artemus Cambridge, bankrupts, their mortgagors and H. Winchester sold the whole to Robert Bruce, Perigrine Stockdale, Nicholas Rock, Charles Payne and Joseph Cookson, esquires, Bristol, five of the Directors of the Bristol Dock Company.

Vessel broken up in 1833.

This barque was employed in the emigrant traffic to Prince Edward Island, with occasional voyages to Quebec and New York.

CONSTANTIA. Built at Quebec, 1822.

No. 34, 18 DEC. 1822.

Previous registry, Quebec No. 21 in 1822.

221 $\frac{1}{2}$ tons ; length 91' 7" ; breadth (above) 24' 3" ; height 5' 7".

2 decks ; 3 masts ; barque rig ; square stern ; no gallery ; scroll head.

Owners : William Acraman, jr., Daniel Wade Acraman, and William Edward Acraman, merchants, Bristol.

Master : Allison Davie.

Vessel lost. Registry closed 1823.

On her first voyage from Bristol to Quebec wrecked on Cape Breton Island, 10 May 1823. The crew and passengers were saved.

NEW YORK PACKET. Built at Bristol, 1823.

No. 1, 12 JAN. 1825.

Previous registry, Bristol No. 1 in 1823.

269 $\frac{1}{2}$ tons ; length 92' 7" ; breadth (above) 26' 2" ; height 6' 1".

2 decks ; 3 masts ; ship rig ; square stern ; quarter galleries ; bust head.

Owner : James Drew, jr., gentleman, Clifton.

Masters : James Barber. 23 Nov. 1825 (London), John Crosbie. 9 Feb. 1825 ; 32 shares sold to Richard Drew, gentleman, Kennington. 7 Nov. 1825 ; the whole sold as follows—John Crosbie, mariner, London (21 shares) ; John Greenwood (21), and Henry Greenwood (21), merchants, Liverpool. [Note, 1 share not accounted for.] Registered anew at London, 21 Dec. 1825.

This ship was 'built expressly for the trade between this port and New York,' and was first owned by William Bushell and Co., and James Lyon, with John Stone as her master. She was later barque rigged and, after London ownership, was transferred to Hull. She drops out of *L.R.* between 1852-4.

PALMERSTON. 4070. Built at Bristol, 1823.

No. 18, 25 MAR. 1824.

Previous registry, Bristol No. 2 in 1823.

115½ tons ; length 105' 7" ; breadth (below) 19' 2" ; depth 11' 2".

1 deck ; 2 masts ; schooner rig ; square stern ; quarter galleries ; a bust head ; propelled by steam.

Owners : Robert Smart (14 shares), Samuel Lunell (7), Thomas Clark (7), George Lunell (8), John Gilmore (7), Thomas Camplin (7), John Hall (7) and John Naish Smart (7) ; all merchants, Bristol.

Masters : John Hyde. 22 July 1825 (Dublin), G. E. Davis. 26 Sept. 1825, George Bailey. 30 July 1827, John Hyde.

[Subsequent small share transactions are tabulated here for convenience—date, seller, buyer, number of shares.]

26 April 1824	Thomas Clark			(2
26 April 1824	John Gilmore	}	James Bengough, merchant, Bristol	{ 2 4
26 April 1824	John Hall			
27 April 1824	George Lunell			
10 Jan. 1826	John Hall	}	Daniel Stanton, merchant, Bristol	{ 3 2
13 Jan. 1826	Thomas Camplin			
18 May 1827	Thomas Clark		Charles Ludlow Walker, merchant, Bristol	2
21 June 1827	Thomas Clark		William Henry Marshall, insurance broker, Bristol	1
29 March 1828	Sarah Bengough, widow of James Bengough, deceased	}	George Lunell	2
			John Gilmore	2
			Daniel Stanton	2
			Thomas Camplin	1
16 April 1828	John Gilmore		William Terrell, merchant, Bristol	1

Registered anew No. 3 in 1829, on change of property.

No. 3, 21 JAN. 1829.

Constructional details as above, except breadth now 19' 8".

Owners: Daniel Stanton (15), George Lunell (9), John Gilmore (6), Robert Smart (13), John Naish Smart (7), Thomas Camplin (6), Charles Ludlow Walker (2), Joseph Metford (2), Thomas Clark (2), William Henry Marshall (1) and William Terrell (1); merchants, Bristol.

Masters: John Hyde. 5 May 1832, George Walters. 20 Sept. 1832, William Rees.

10 May 1830	George Lunell	C. L. Walker	1
10 May 1830	George Lunell	Joseph Metford, jr.	1
3 April 1833	Robert Smart	George Lunell	1
3 May 1833	George Lunell	Frederick Ricketts, merchant, Bristol	2
30 Nov. 1833	Louisa Metford, widow of Joseph Metford, jr., deceased, Long Ashton	D. Stanton, R. Smart, J. N. Smart, J. Gilmore, G. Lunell, T. Camplin, T. Clark, C. L. Walker and W. H. Marshall, co- partners trading as the Bristol Steam Packet Co.	3
29 March 1834	Bristol Steam Packet Co.	W. H. Marshall T. Camplin C. L. Walker	1 1 1

Registered anew No. 12 in 1834, on alteration in description.

No. 12, 14 APRIL 1834.

130 $\frac{1}{2}$ tons; length 112' 9"; otherwise as above.

Owners: John Gilmore (6), William Henry Marshall (2), Robert Smart (12), George Lunell (6), John Naish Smart (7), Charles Ludlow Walker (4), Thomas Clark (2), William Terrell (1), Frederick Ricketts (2) and Thomas Camplin (7), merchants; also the Rev. Thomas Stanton, clerk, and Frederick William Stanton, gentleman, executors of Daniel Stanton, deceased (15). All of Bristol.

Masters: William Rees. 31 Oct. 1835, John Stacey. 10 Sept. 1836, Thomas Barnett. 7 June 1837, William Bailey.

18 Oct. 1834	Robert Smart	W. H. Marshall	1
18 Oct. 1834	Robert Smart	C. L. Walker	1
11 March 1835	Robert Smart	Charles Savery, esquire, Bristol	2
25 July 1835	T. and F. W. Stanton	Joseph Russell, wine merchant, Bristol	3
29 July 1835	T. and F. W. Stanton	John Evans Lunell, esquire, Bristol	1
5 Sept. 1835	T. and F. W. Stanton	John Hassell, gentleman, Bristol	1

6 Jan. 1836	Thomas Camplin, esquire	C. L. Walker, F. Ricketts, G. Lunell, T. Cole and W. H. Marshall, esquires, Trustees of the Bristol General Steam Navigation Co.	7
23 Jan. 1836	J. N. Smart	C. L. Walker, F. Ricketts, G. Lunell, T. Cole and W. H. Marshall, esquires, Trustees of the Bristol General Steam Navigation Co.	
23 Jan. 1836	The remaining shareholders	C. L. Walker, F. Ricketts, G. Lunell, T. Cole and W. H. Marshall, esquires, Trustees of the Bristol General Steam Navigation Co.	50

Registered anew No. 7 in 1844, on alteration to a sailing vessel.

No. 7, 25 MAR. 1844.

170 $\frac{1}{2}$ tons; length 110' 6"; breadth 18' 1"; depth 10'.

1 deck; 3 masts; schooner rig; square stern; no galleries; no head.

Owners: George Lunell, William Henry Marshall and Thomas Cole, trustees of the Bristol General Steam Navigation Company.

Master: William Davis.

Vessel used as a coal hulk. Registry cancelled 18 April 1870.

The *Palmerston* was built by Hilhouse and a draught plan is preserved at fol. 67 of the *Hilhouse Draughts*. Advertisements stated she had been built from the 'identical models and plans of the *Royal Sovereign* and *Meteor*,' Holyhead Post Office packets. She commenced sailings to Dublin, via Tenby, at the end of May, 1822, which was only a fortnight or so after her launch, indicating that she was launched with engines in place. Subsequently there are innumerable press references to the *Palmerston*. She plied at various times on most of the Irish and Bristol Channel routes until in 1840 she was taken from the regular sailings list.

AFRICA. Built at Bristol, 1822.

No. 65, 21 JUNE 1826.

Previous registry, Bristol No. 5 in 1823.

207 $\frac{1}{2}$ tons; length 80' 6"; breadth (above) 24' 7"; depth 15' 6".

1 deck; 2 masts; snow rig; square stern; no gallery; bust head.

Owner: William Scott, merchant, Bristol.

Master: Richard Hooper.

25 Feb. 1828; the whole sold to Charles Edward Bernard, jr., merchant, Bristol.

Registered anew No. 9 in 1828, on change of property.

No. 9, 1 MARCH 1828.

1 deck and a half-deck ; square rig ; woman bust head ; height 5' 9" given in place of depth ; other details as above.

Owner : Charles Edward Bernard, merchant, Bristol.

Masters : William Jones. 24 Dec. 1831, James Hamond.

Vessel burnt at Montego Bay, Jamaica, in 1840.

The *Africa* was built by James Tippet and Company, at Canon's Marsh and was offered for sale by William Scott in December, 1822, before she had even been registered. A sale not materialising she was sent on voyages to Trinidad and Honduras from Bristol, and she also sailed between Jamaica and Greenock according to a report of her stranding on Florida Reef in 1824. Her masters in the years before the first surviving register were—F. Norton (1823), George Mereweather (1824), Brace (1824-5), and McLean (1825). She was lost by fire on 2 July 1840 when partly loaded with 200-300 hogsheads of sugar.

EDWARD COLSTON. Built at Chepstow, 1823.

No. 13, 22 MARCH 1824.

Previous registry, Bristol No. 8 in 1823.

340½ tons ; length 102' 11" ; breadth (above) 27' 4" ; depth 18' 4".

1 deck and a quarter-deck ; 3 masts ; ship rig ; square stern ; no galleries ; bust head.

Owner : John Irving, merchant, Bristol.

Masters : Thomas Balsdon. 1 April 1824, Edward Forster. 19 April 1826, Thomas Hamlyn. 17 Feb. 1827, Richard Dunn. 6 Nov. 1829, William Escott. 28 May 1830, John Trudger.

Registered anew No. 6 in 1831.

No. 6, 11 FEB. 1831.

Constructional details as above, except now square rig.

Owner : John Irving, merchant, Bristol.

Masters : Richard Kerby Reynolds. 10 May 1833 (Liverpool), Joseph Hamond.

Vessel lost at sea, 1835.

The *Edward Colston* was built at the Rock Yard, Chepstow. Her voyages were varied, for instance her first six were, respectively, Trinidad, Quebec, Alexandria and Odessa, Trinidad, Odessa, and Trinidad. Her master during 1823 was Palmer.

CLARENDON. Built at Chepstow, 1823.

No. 5, 17 JAN. 1827.

Previous registry, Bristol No. 16 in 1823.

307 $\frac{1}{2}$ tons ; length 96' 10" ; breadth (above) 26' 10" ; depth 17' 10".
1 deck and a quarter-deck ; 3 masts ; ship rig ; square stern ; quarter galleries ; bust head.

Owners : James Drew, jr. and John Harris, merchants, Bristol, each 32 shares.

Masters : Edward Drew. 1 Feb. 1828, James Rae. 21 Dec. 1828, James Pride.

8 Nov. 1827 ; J. Harris sold 32 shares to J. Drew, jr.

Registered anew at London, 8 Oct. 1829.

The *Clarendon* was a West-Indiaman, although intermediate voyages, including one to Bilbao, can be traced. Her first owners were, according to advertisements, Philip and George Protheroe, and her first master was James Rae. From January, 1824, from her second voyage onwards, she was advertised by James Drew, jr. and her master was Edward Drew.

EARL OF LIVERPOOL. Built at Bristol, 1823.

No. 103, 24 DEC. 1825.

Previous registry, Bristol No. 26 in 1823.

388 $\frac{1}{2}$ tons ; length 112' 8" ; breadth (above) 28' ; height 6' 3".

2 decks ; 3 masts ; ship rig ; square stern ; quarter galleries ; bust head.

Owners : William Bushell, William Singer Jacques and John Coulson, co-partners trading as William Bushell and Co. (40 shares) ; William Cross (8) ; James Lyon (8) ; Edward Bevan (8) ; all merchants, Bristol.

Master : John Stone.

25 May 1826 ; J. Lyon mortgaged 8 shares to Philip John Miles, John Scandret Harford, Abraham Gray Harford Battersby, Sir Richard Vaughan, Kt., William Miles and Thomas Kington Bayley, bankers and co-partners, Bristol.

16 Nov. 1826 ; Susannah Coulson, Walton Castle, Somerset, widow and administratrix of John Coulson, deceased, and the other surviving owners as above, sold the whole to Charles Pinney and Robert Edward Case, merchants and co-partners, Bristol.

Registered anew No. 102 in 1826, on change of property.

No. 102, 15 DEC. 1826.

Constructional details as above.

Owners : Charles Pinney and Robert Edward Case, merchants and co-partners trading as Pinney, Ames and Co.

Masters : Christopher Claxton. 7 March 1828 (Nevis), Joseph Bailey. 31 Oct. 1828, Christopher Claxton. 12 Oct. 1829, Joseph Bailey.

25 April 1830 ; 16 shares sold to Peter Thomas Huggins, esquire, Nevis.

Registered anew No. 33 in 1830.

No. 33, 1 MAY 1830.

Constructional details as above.

Owners : Pinney, Ames and Co. (48), merchants, Bristol ; P. T. Huggins, esquire, Nevis (16).

Masters : Joseph Bailey. 8 Oct. 1830, William Pines. 12 Oct. 1830, Joseph Bailey. 19 Feb. 1840, J. E. Harris. 14 July 1840 (Nevis), Joseph Bailey.

26 Feb. 1845 ; P. T. Huggins sold 16 shares to C. Pinney.

9 April 1845 ; Charles Pinney, surviving partner of Pinney, Ames and Co., and Edward How Case, merchant, Bristol, executor of R. E. Case, deceased, sold 24 shares to James Cox, and 24 shares to James Clow, merchants, Liverpool. Charles Pinney sold 16 shares to James Spence, merchant, Liverpool.

Registered anew at Liverpool, 1845.

The *Earl of Liverpool* was 'launched by Mr. James Tippet, Canon's Marsh. . . . The property of Messrs Bushell and Co., she is intended for the American trade.' She is depicted in a water-colour in the collection at the B.A.G., by T. S. Rowbotham, 1826. Considerable publicity was afforded the *Earl of Liverpool* and her consort the *New York Packet*. They were stated to be 'built in all respects in the most complete and substantial manner, of the very best materials, and intended expressly as regular traders between this port and New York. The accommodations for cabin and steerage passengers are convenient and commodious and no expense or attention will be spared to make them comfortable.' The *Earl of Liverpool* made her first voyage in 3 months and 2 days, and was then commanded by Francis Halliday, John Stone taking over for the second and subsequent voyages. The second homeward passage was performed in 23 days, four of which were spent becalmed off Sandy Hook. The fastest outward passage appears to have been in April-May, 1826, and was of 25 days. The *B.M.*, 4 Dec. 1824 gave a long account of the *Earl of Liverpool*, homeward bound, being nearly driven on the rocks near Minehead. She encountered a tremendous squall and had to drop two anchors, but she still drove towards the Culver Sand. To stop the drifting her foremast was cut away and later both the main and mizen were also thrown overboard. In this position of extreme danger she was sighted by the steam packet *George IV* and a boat was sent at great risk to establish communication. Later the steam packet towed the disabled ship to Penarth Roads, for which service a substantial sum of salvage money was awarded. From 1826, in new ownership, the *Earl of Liverpool* sailed mainly to St. Kitts and Nevis. She kept up her reputation for speed, for the local Press of June, 1834, stated she 'has performed her voyage to and from St. Kitts and Nevis and home to this port in 90 days, only 50 of which she was on her passages, 25 going out and 25 returning. This we venture to say has never been surpassed.' In her last years in Bristol ownership this ship made voyages to India. She was cut down to a barque in 1850 and drops from *L.R.* between 1856-9.

ANN. Built at Bristol, 1823.

No. 2, 5 JAN. 1827.

Previous registry, Bristol No. 34 in 1823.

391 $\frac{1}{2}$ tons; length 107' 10"; breadth (above) 28' 7"; height 6' 5".

2 decks; 3 masts; ship rig; square stern; quarter galleries; bust head.

Owners (with shares): George Gibbs and Robert Bright, co-partners as Gibbs, Son and Bright (18); William Fuss (10); Richard Honnywill (21), William Wilson (10), and Richard Bright (5), all merchants, Bristol.

Masters: John Garden. 17 Sept. 1831, David Jones.

Vessel lost at Jamaica, registry cancelled 28 Jan 1832.

B.M., 24 March 1832.—*Ann* (James), on Folly Reef, Morant Point, Jamaica, in January. Crew and 8 passengers saved. John Garden was the master of the *Ann* from 1823.

AMITY. Built at Prince Edward Island, 1823.

No. 44, 7 APRIL 1826.

Previous registry, Bristol No. 35 in 1823.

333 $\frac{1}{2}$ tons; length 103'; breadth (below) 27' 7"; height 8' 8 $\frac{1}{2}$ ".

2 decks; 3 masts; barque rig; square stern; no gallery; no head.

Owner: John Cambridge, merchant, Bristol.

Masters: Edward Escott. 16 Sept. 1826, Thomas Gyles. 11 April 1827, Robert Younger.

Vessel lost in the River St. Lawrence, 1829.

ELIZA. Built at Bristol, 1824.

No. 1, 8 JAN. 1824.

323 $\frac{1}{2}$ tons; length 99'; breadth (above) 27'; height 5' 9".

2 decks and a raised quarter-deck; 3 masts; square rig; square stern; no galleries; a bust head.

Owner: John Irving, merchant, Bristol.

Masters: Lancelot Hudson. 17 Oct. 1826, Thomas Hamlyn. 28 July 1827, Robert Fairclough. 1 July 1829, Edward Martin. 18 Nov. 1829, James Pasley. 2 Dec. 1830, Charles Gardiner. 8 July 1831, Christopher Wrangles. 14 Dec. 1831, Adam Dixon. 23 April 1833 (London), Edward Tollins.

3 Feb. 1825; 16 shares sold to William Protheroe, merchant, Bristol.

3 Nov. 1831; W. Protheroe sold 16 shares to J. Irving.

Vessel lost in the China Seas, 1835.

HERO. Built at Bristol, 1823.

No. 3, 23 JAN. 1824.

402½ tons; length 105'; breadth (below) 29' 6"; height 6' 10".

2 decks and a raised quarter-deck; 3 masts; square rig; square stern; quarter galleries; bust head.

Owner: George Hilhouse, merchant, Bristol.

Masters: John Whitmore. 18 Jan. 1825, George Denham. 9 Jan. 1826 (London), James Gunn.

2 Nov. 1825; the whole sold to Richard Drew, ship owner, Bedford Square, Middlesex and James Drew, ship owner, Clifton.

16 Dec. 1825; R. Drew sold 32 shares to J. Drew, late of Clifton, now of Norfolk Street, Middlesex.

Registered anew at London, 31 Jan. 1826.

Hilhouse Draughts, fol. 73 depicts this vessel.

L.R. (various).—The last owner was Smith, London; voyage New South Wales. Out of register 1841-3.

JOHN AND ROBERT. Built at Prince Edward Island, 1823.

No. 9, 27 FEB. 1824.

Previous registry, Prince Edward Island No. 22 in 1823.

238½ tons; length 92' 2"; breadth (above) 24' 9"; depth 16' 3".

1 deck and a quarter-deck; 3 masts; barque rig; square stern; no galleries; bust head.

Owners: Lemuel Cambridge and Artemus Cambridge, merchants and co-partners, Bristol.

Master: Joshua Evans.

2 March 1824; the whole sold to George Lunell (20 shares), Samuel Lunell (20), Thomas Clark (8), John Gilmore (8), and Robert Podmore Clark (8), merchants, Bristol.

Registered anew No. 15 in 1824, on change of property.

No. 15, 24 MARCH 1824.

Constructional details as above.

Owners: as at 2 March 1824 above.

Masters: Joshua Evans. 27 Jan. 1825, Thomas Scott. 10 May 1825 (Tobago), George Mason. 27 July 1825, John Jones. 9 Feb. 1828, Joshua Evans.

Registered anew No. 50 in 1830.

No. 50, 11 APRIL 1830.

Constructional details as above.

Owners: as above.

Master: Joshua Evans.

10 June 1831; the whole sold to James Swain, ship owner, Bristol. Registered anew No. 20 in 1831.

No. 20, 22 JUNE 1831.

Constructional details as above.

Owner: James Swain, ship owner, Bristol.

Masters: John Taylor. 13 March 1833, Francis Farr. 20 Nov. 1834,

Samuel Lacey. 30 July 1835 (Sunderland), George Valentine.

28 July 1835; the whole sold to James Hay, merchant, Monkwearmouth, (40 shares); David Shirrass, merchant, Bishopwearmouth, (16); and George Valentine, mariner, Monkwearmouth, (8).

Registered anew at Sunderland, 27 Feb. 1836.

B.M., 27 Dec. 1828.—*John and Robert* (Evans), bound Hamburg to Newfoundland, spoken in Long. 50°, out 60 days, with loss of sails and all bulwarks.

ANN AND MARY. Built at Prince Edward Island, 1823.

No. 10, 28 FEB. 1824.

Previous registry, Prince Edward Island, No. 23 in 1823.

157½ tons; length 79' 11"; breadth (below) 21' 7"; depth 14' 3".

1 deck and a quarter-deck; 2 masts; brigantine rig; square stern; no galleries; bust head.

Owners: Francis Fisher, jr., and William Jepson Fisher, merchants, Bristol, 32 shares each.

Masters: Charles March. 18 Aug. 1827 (Cardiff), Thomas Forster. 30 Jan. 1830 (Newport), William Holmes.

Registered anew at Cork, 10 Nov. 1830.

B.A.G.—The *Ann and Mary* is depicted in a water-colour by T. S. Rowbotham, 1826, entitled 'View of Prince Street from the South side of Prince Street caisson lock.'

L.R. (various).—The last owners of this vessel were White and Co., of Waterford, trading with Newfoundland. She drops out of the register 1843-5.

GENERAL WOLFE. Built at Quebec, 1823.

No. 14, 23 MAR. 1824.

Previous registry, Quebec No. 41 in 1823.

316½ tons; length 103' 7"; breadth (above) 26' 2"; height 5' 7".

2 decks; 3 masts; barque rig; square stern; no gallery; bust head.

Owners: William Acraman, Daniel Wade Acraman and William Edward Acraman, merchants and co-partners, Bristol.

Master: Richard Stanworth.

Registered anew No. 15 in 1825.

No. 15, 12 MAR. 1825.

Constructional details as above, except now ship rig.

Owners : as above.

Masters : Richard Stanworth. 2 Dec. 1829 (Liverpool), John Imber.
10 July 1830 (Liverpool), John Harper.

8 July 1830 ; the whole sold to Ambrose Nichols and Isaac Nichols, ship owners, Plymouth (32 shares each).

Registered anew at Plymouth, 24 Nov. 1830.

A Canadian trader.

POMONA. Built at Bristol, 1824.

No. 21, 19 APRIL 1824.

216 $\frac{3}{4}$ tons ; length 88' 10" ; breadth (above) 23' 9 $\frac{1}{2}$ " ; height 4' 10".

2 decks and a raised quarter-deck ; 3 masts ; ship rig ; square stern ; quarter galleries ; bust head.

Owner : James Drew, merchant, Clifton.

Master : Francis Norton.

14 May 1827 : 32 shares sold to Benjamin Bickley and Richard Allport, merchants and co-partners, Bristol.

Registered anew No. 28 in 1827, on change in property.

No. 28, 15 MAY 1827.

Constructional details as above.

Owners : James Drew (32 shares), and Benjamin Bickley and Richard Allport, trading as B. Bickley and Co. (32 shares) ; all merchants, Bristol.

Masters : Francis Norton. 18 July 1828, B. H. Ainsworth. 22 April 1829, Francis Norton. 2 Nov. 1833, George Willcox.

31 Dec. 1831 : Richard Drew and William Drew, merchants, London, and Francis John Bargeer, merchant, Bristol, executors of James Drew, jr., deceased, sold 32 shares to John Harris and Richard Jones, merchants and co-partners trading as Harris and Jones, Bristol.

Registered anew No. 36 in 1833, on alteration in description.

No. 36, 13 DEC. 1833.

Constructional details as above, except now barque rig and false galleries.

Owners : B. Bickley, surviving partner of R. Jones, deceased (32 shares) ; and R. Jones and J. Harris, trading as Harris and Jones (32 shares).

Master : George Willcox.

Registered anew No. 36 in 1834, on alteration in description.

No. 36, 4 Nov. 1834.

Constructional details as above, except now no galleries.

Owners : as above.

Masters : George Willcox. 13 Oct. 1835, Henry Small. 25 June 1836, Thomas Smith.

3 Sept. 1840 : Harris and Jones sold 32 shares to B. Bickley.

7 Sept. 1840 : B. Bickley sold 32 shares to William Henry Brown, merchant, Bristol.

15 Sept. 1840 : W. H. Brown sold 32 shares to B. Bickley.

Registered anew No. 38 in 1840.

No. 38, 19 SEPT. 1840.

Constructional details as above.

Owner : Benjamin Bickley, merchant, Bristol.

Master : Thomas Smith.

11 Aug. 1843 : the whole mortgaged to Anselmo de Gamboa, merchant, Bristol.

21 Aug. 1843 : the mortgage cancelled by deed of release.

5 Dec. 1843 : the whole sold to William Henry Brown, merchant, Bristol.

Registered anew No. 38 in 1843, on change of property.

No. 38, 6 DEC. 1843.

Constructional details as above.

Owner : William Henry Brown, merchant, Bristol.

Master : Thomas Smith.

25 June 1846 : the whole sold to Richard Robinson, merchant, Bristol.

Registered anew No. 30 in 1846, on change in property.

No. 30, 29 JUNE 1846.

Constructional details as above.

Owner : Richard Robinson, merchant, Bristol.

Masters : Richard Robinson. 9 Dec. 1846, Thomas D. Watkins. 20 June 1849, Isaac Reynolds.

31 Aug. 1852 : the whole sold to Joseph Brain and Henry Brain, merchants and co-partners trading as J. Brain and Co., Bristol.

Registered anew No. 53 in 1852.

No. 53, 1 OCT. 1852.

Constructional details as above.

Owners : Joseph Brain and Co., merchants, Bristol.

Master : John Hayward.

2 Oct. 1852 : 16 shares sold to John Hayward, master mariner, Bristol.

Vessel stranded in the River Thames and broken up, 1855.

Throughout her career a West-Indiaman, plying mainly to Trinidad.

CALEDONIA. Built at Bristol, 1824.

No. 22, 27 APRIL 1824.

277 $\frac{1}{2}$ tons ; length 96' 2" ; breadth (below) 25' 2" ; height 5' 9".

2 decks, the lower open amidships ; 3 masts ; ship rig ; square stern ; no galleries ; bust head.

Owner : John Irving, merchant, Bristol.

Masters : John Meek. 12 Dec. 1826, William Atkinson.

22 Feb. 1826 ; 16 shares sold to William Protheroe, merchant, Bristol.

Registered anew No. 13 in 1829, on alteration in description.

No. 13, 17 FEB. 1829.

Constructional details as above, except now barque rig.

Owner : John Irving, merchant, Bristol. [No mention of Protheroe.]

Masters : Richard Radford. 31 July 1829, Brooks H. Ainsworth.

7 Aug. 1829 ; the whole sold to John Harris and Richard Jones, merchants and co-partners trading as Harris and Jones, Bristol.

Registered anew No. 59 in 1829 on change in property.

No. 59, 12 AUG. 1829.

Constructional details as above.

Owners : Harris and Jones.

Master ; Brooks Harland Ainsworth.

23 Feb. 1836 ; the whole sold to John William Cornish, gentleman, Bristol.

26 Feb. 1836 ; the whole sold to Richard Jones, merchant, Bristol.

Registered anew No. 7 in 1836, on change of property.

No. 7, 2 MARCH 1836.

Constructional details as above.

Owner : Richard Jones, merchant, Bristol.

Masters : B. H. Ainsworth. 7 Dec. 1837, William Tucker.

5 March 1841 ; the whole sold to Brooks Harland Ainsworth, master mariner, Bristol.

Registered anew No. 11 in 1841, on change in property.

No. 11, 12 APRIL 1841.

Constructional details as above.

Owner and Master : B. H. Ainsworth, master mariner, Bristol.

Vessel lost in the Bristol Channel, 1841.

B.M., 19 April 1828.—*Caledonia* (Atkinson), from Tobago in ballast, put into Edgartown, U.S.A., and arrested, about 18th February.

F.F.B.J., 1 May 1841.—*Caledonia* (Ainsworth), bound from Llanelly to Honduras, is a total wreck on Llanelly Sands.

JOHN. Built at Chepstow, 1824.

No. 25, 21 MAY 1824.

273 $\frac{3}{4}$ tons ; length 97' 2" ; breadth (above) 25' 4" ; depth 16' 5".

2 decks ; 3 masts ; ship rig ; square stern ; no gallery ; bust head.

Owner : William Chubb, merchant, Bristol.

Master : Samuel Fisher.

17 June 1824 ; 16 shares sold to Samuel Fisher, mariner, Bristol.

18 June 1824 ; W. Chubb sold 16 shares to Henry Davidson, Aeneas Buckley, Henry Davidson, jr., and Hugh Buckley, merchants, London.

18 June 1824 ; W. Chubb sold 4 shares to Henry Fearnley, merchant, London.

Registered anew at London, 23 Feb. 1825.

L.R. (various).—This vessel had a succession of owners, e.g. (with voyages in parentheses) : to 1841, Davidson, London (Jamaica) ; 1843-7, Ferguson, London (Valparaiso) ; 1849, Edwards, Shields ; 1851, Union Ship Co., Stockton (Mediterranean) ; 1855, R. Brewis, Hartlepool (Havre) ; 1855 *posted*, Buchanan, Sunderland (France) ; 1855 *supplement*, Bentham, Sunderland (Mediterranean). Out of register, 1856-9.

The *John* sailed for Berbice at the end of June, 1824, and returned to London.

ELEANOR. Built at Bristol, 1824.

No. 28, 4 JUNE 1824.

367 $\frac{3}{4}$ tons ; length 106' 3" ; breadth (below) 27' 9" ; height 5' 5".

2 decks ; 3 masts ; ship rig ; square stern ; quarter galleries ; bust head.

Owners : Thomas Daniel, merchant, Bristol (32 shares) ; John Daniel, merchant, London (32).

Masters : John Payton. 4 Jan. 1836, David Lewis Rees.

13 Sept. 1847 ; the whole sold to Edward Bryant, merchant, Bristol.

Registered anew No. 31 in 1847, on change of property.

No. 31, 20 SEPT. 1847.

Constructional details as above, except now square rig and head described as a female bust.

Owner : Edward Bryant, merchant, Bristol.

Masters : Arthur Brock. 22 April 1850 (Leith), William Howdel Say.

Vessel lost at Honduras in 1851.

F.F.B.J., 11 Sept. 1847.—Advertised for sale. Apply Captain Rees on board. Lately arrived from Barbados with the equivalent of 630 hogsheads of sugar.

L.R., 1849.—Shows voyage to South America.

GOOD HOPE. Built at Chepstow, 1824.

No. 43, 21 JULY 1824.

153 $\frac{1}{4}$ tons ; length 79' 6" ; breadth (below) 21' ; depth 13' 3".

1 deck ; 2 masts ; brig rig ; square stern ; no gallery ; bust head.

Owners: Thomas Hellicar and Joseph Hellicar, merchants and co-partners, Bristol.

Masters: James Chappell. 9 Feb. 1826, John Skynner. 4 Sept. 1835 (Whitehaven), Richard Symons.

11 July 1835; Edward Hinton and Valentine Hellicar, merchants, Bristol, executors of Thomas Hellicar, deceased, and Joseph Hellicar, surviving partner, sold 48 shares to Thomas Revel Guest, iron-master, and 16 shares to Joseph Brown, master mariner, both of Cardiff.

Registered anew at Cardiff, 1835.

B.M., 22 Nov. 1834.—Advertised for sale, lying at Liverpool.

L.R. (various).—In the ownership of Guest the usual voyage was coasting, with Amsterdam on at least one occasion. Out of register 1847-9.

HECTOR. Built at Bristol, 1824.

No. 45, 26 JULY 1824.

293½ tons; length 96' 11"; breadth (below) 26' 1"; depth 19' 2".

1 deck; 3 masts; ship rig; square stern; quarter galleries; bust head.

Owner: George Hilhouse, merchant, Bristol.

Master: Joseph Tripp.

Registered anew at London, 5 May 1825.

Hilhouse Draughts, fol. 89 is of this vessel.

The *Hector* made one Jamaica voyage before her sale to London.

L.R. (various).—Successive London owners of this vessel appear to have been interested in the Jamaica trade. She drops from the register 1852-4.

F.F.B.J., 20 Feb. 1841.—Novel Mission. The *Hector* (Robert Freeman), is under engagement to carry Mr. Barclay, the Agent-General for Jamaica, to Sierra Leone in order to offer to the negroes of Africa passages to the West Indies as free emigrants.

HIGHLANDER. Built at Guernsey, 1821.

No. 49, 9 AUG. 1824.

Previous registry, Guernsey No. 3 in 1822.

250½ tons; length 90' 4"; breadth (above) 25' 10"; depth. 15'

1 deck; 2 masts; brig rig; square stern; no galleries; bust head.

Owners: Peter Maze and James Maze, merchants and co-partners, Bristol.

Masters: Helier Vibert. 18 Aug. 1824 (Liverpool), Nicholas Passmore.

25 Feb. 1825 (Falmouth), John le Brun.

Lost off Antwerp, [*n.d.*].

B.M., 12 March 1825.—*Highlander* (le Brun), from St. Domingo for Antwerp, is totally lost near Flushing. Crew and part cargo saved.

BRITANNIA. Built at Bristol, 1824.

No. 50, 10 AUG. 1824.

205½ tons; length 97'; breadth (below) 22' 5"; height 4' 11".

2 decks; 3 masts; ship rig; square stern; no galleries; bust head.

Owner: John Irving, merchant, Bristol.

Master: Edward Forster.

9 Oct. 1824; the whole sold to Michael Cavan, merchant, Westminster.

Registered anew at London, 16 Oct. 1824.

L.R.—This vessel drops from the register, 1841-3. Latterly she was barque rigged and employed in the Australian trade.**HARRIET.** Built at Bristol, 1824.

No. 57, 31 AUG. 1824.

226½ tons; length 85' 6"; breadth (above) 24' 8"; depth 16' 4".

1 deck and a quarter-deck; 3 masts; barque rig; square stern; no galleries; bust head.

Owners: George Gibbs (20 shares), Robert Bright (12), William Fuss (16), Richard Bright (6) and Richard Honnywill (10); merchants, Bristol.

Masters: Joseph Emerson. 21 Nov. 1829; George Allen.

30 Sept. 1825; G. Gibbs sold 8 shares to William Wilson, merchant, Bristol.

2 Aug. 1833; the whole sold to John Payton, master mariner, Bristol.

Registered anew No. 26 in 1833, on change of property.

No. 26, 24 SEPT. 1833.

Constructional details as above.

Owner: John Payton, master mariner, Bristol.

Masters: John Payton. 20 April 1836 (London), William Pines. 25 April 1836 (London), Edward Andrews. 26 Sept. 1836 (London), William Dobbie Stanley. 4 Nov. 1836 (London), J. Forman.

31 Oct. 1836; Jane Payton, widow and executrix of John Payton, deceased, sold the whole to George Hibbert, William Hibbert, Samuel Hibbert, William Tetlow and George Tetlow, jr., merchants and co-partners trading as G., W. and S. Hibbert and Co., London.

Registered anew at London in 1836.

B.G., 9 June 1825.—The *Harriet*, Jamaica for Bristol, had a brush with cruisers flying the Colombian flag.*L.R.* (various).—Subsequent owners, with voyages, were as follows: Hibbert, London (Jamaica); 1840-7, Duthie and Co., Peterhead (Pernambuco, Cape of Good Hope, Madeira, Archangel); Adamson, Dundee (Mediterranean, Trinidad). Last in register, 1854.

CHARLES. Built at Chepstow, 1824.

No. 59, 11 SEPT. 1824.

282 $\frac{3}{4}$ tons ; length 100' 8" ; breadth (above) 25' 2" ; depth 17' 2".

1 deck ; 3 masts ; ship rig ; square stern ; quarter galleries ; bust head.

Owners : Charles Pinney (40 shares), Robert Edward Case (8), Thomas Corey (16) ; all merchants, Bristol.

Master : Moses Fox. 1 Dec. 1825, William Scarth.

Registered anew No. 19 in 1827, on alteration in description.

No. 19, 16 MARCH 1827.

Constructional details as above, except now barque rig.

Owners : as above.

Masters : William Scarth. 8 Nov. 1827, Joseph Essex Harris.

2 Feb. 1829 ; T. Corey sold his 16 shares to Pinney and Case.

Registered anew No. 18 in 1829.

No. 18, 10 MARCH 1829.

Constructional details as above.

Owners : Robert Edward Case and Charles Pinney, merchants and co-partners trading as Pinney, Ames and Co., Bristol.

Masters : William Scarth. 16 Oct. 1829, Joseph Rawlins Thomas.

9 Oct. 1830 ; 16 shares sold to Peter Thomas Huggins, esquire, Isle of Nevis.

Registered anew No. 55 in 1830.

No. 55, 20 OCT. 1830.

Constructional details as above.

Owners : Pinney, Ames and Co., 48 shares ; P. T. Huggins, esquire, Isle of Nevis, 16 shares.

Master : Joseph Barley.

Registered anew No. 23 in 1833, on alteration in description.

No. 23, 28 AUG. 1833.

Constructional details as above, except now ship rig.

Owners : as above.

Masters : William Pines. 17 Dec. 1835, Thomas Mills.

Vessel lost off San Domingo, 1837.

B.M., 7 Oct. 1837.—*Charles* (Mills), lost on the south-east part of San Domingo, crew saved, on 12th July last.

EMILY. Built at Bristol, 1824.

No. 64, 2 NOV. 1824.

265 $\frac{1}{2}$ tons ; length 97' 8" ; breadth (above) 24' 9" ; height 4' 7".

2 decks ; 3 masts ; barque rig ; square stern ; false galleries ; bust head.

Owners : George Henry Ames, Hugh Duncan Baillie and James Evan Baillie, merchants, Bristol, trading as Evan Baillie, Sons and Co.

Masters : Thomas Shell. 11 April 1828 (Grenada), William Doble. 1 July 1828, Abraham Keppell. 7 March 1837, William John Cother.

20 Nov. 1843 ; 32 shares sold to Edward Williams, master mariner, and 32 to William Patterson, ship builder, both of Bristol.

Registered anew No. 33 in 1843, on change of property.

No. 33, 23 Nov. 1843.

Constructional details as above.

Owners : Edward Williams, master mariner, and William Patterson, ship builder, both of Bristol, 32 shares each.

Masters : William Luens. 17 Oct. 1844, Gabriel Forster. 26 June 1845 (Newport), Arthur Brock.

24 July 1847 ; Hannah Julia Williams, widow and administratrix of Edward Williams, deceased, Bristol, sold 32 shares to James Gentleman, iron merchant, Edinburgh. William Patterson sold 32 shares to William Marshall, accountant, Leith.

Registered anew at Leith in 1847.

L.R. (various).—Successive owners, with voyages, were shown as follows : 1839–41, Baillie and Sons, Bristol (Demerara) ; 1845–7, Patterson, Bristol (West Indies and Africa) ; 1849–54, Gentleman, Leith (U.S.A.) ; 1855–9, G. Anderson, Stockton (Hamburg) ; 1860–8, Thompson, Newcastle (Baltic and America). Out of register 1868–72.

RENOWN. Built at Bristol, 1824.

No. 2, 13 JAN. 1825.

316 $\frac{3}{4}$ tons ; length 112' 3" ; breadth (below) 24' 8 $\frac{1}{2}$ " ; height 5' 8".

2 decks ; 3 masts ; ship rig ; square stern ; quarter galleries ; bust head.

Owner : George Hilhouse, merchant, Bristol.

Masters : John Whitmore. 26 Oct. 1825, Charles Gardiner.

28 Oct. 1825 ; 32 shares sold to Richard Drew, merchant, London, and 32 to James Drew, jr., merchant, Bristol.

Registered anew at London, 7 Nov. 1825.

Hilhouse Draughts, fol. 91 depicts this vessel. There is an interesting pencil note on the plan—'Captain Gardiner made a passage to Barbadoes in 18 days.'

L.R. (various).—The *Renown* was cut down to a barque, c. 1844. 1839–43, owners Halkett and Co., London ; voyage Sydney. 1845–54, owners Higgins and Co., Liverpool ; voyages Bahia and Pernambuco. Last in Register 1854.

HERCULES. Built at Bristol, 1825.

No. 6, 1 FEB. 1825.

172 $\frac{3}{4}$ tons ; length 79' 2" ; breadth (above) 22' 4" ; depth 14' 10".

1 deck ; 2 masts ; snow rig ; square stern ; no galleries ; bust head.

Owner : George Booth, merchant, Bristol.

Masters : William Griffiths. 17 Aug. 1826, John Cater Warren.

3 Dec. 1830 ; the whole sold to Thomas Camplin, merchant, Bristol.

8 Jan. 1831 ; T. Camplin sold 8 shares to James Hanmer Baker, gentleman, St. Johns, Antigua ; 12 shares to Henry Cherry, master mariner, Bristol ; and 12 shares to William Killby, accountant, Bristol.

Registered anew No. 2 in 1831 on change in property.

No. 2, 14 JAN. 1831.

Constructional details as above, except now false galleries, and a quarter-deck.

Owners : Thomas Camplin, merchant, 32 shares ; William Killby, accountant, 12 shares ; and Henry Cherry, master mariner, 12 shares ; all of Bristol : with James Hanmer Baker, gentleman, St. Johns, Antigua, 8 shares.

Masters : Henry Cherry, sr. 18 Sept. 1835 (Cardiff), Edward Forster.

25 April 1836, Henry Cherry. 16 Aug. 1837, Richard Pritchard.

29 Oct. 1834 ; J. H. Baker sold 4 shares to W. Killby ; and 4 shares to Thomas Francis Christopher, gentleman, of the parish of S.S. Philip and Jacob, trustee to Mary Cherry.

5 Aug. 1837 ; H. Cherry sold 12 shares to T. F. Christopher, gentleman, of the borough of Bristol, in trust for Mary Cherry.

Vessel lost at Algarve, on the coast of Portugal, 1838.

BROTHERS. Built at New Brunswick, 1824.

No. 13, 1 MARCH 1825.

Previous registry, St. John, New Brunswick, No. 36 in 1824.

458 $\frac{3}{4}$ tons ; length 122' ; breadth (above) 29' ; depth 20' 10".

1 deck ; 3 masts ; ship rig ; square stern ; no galleries ; billett head.

Owners : Thomas Camplin (20 shares), William Sheppard (19), Thomas Etheridge (6), Joseph Francis Sheppard (19) ; all merchants, Bristol.

Masters : Andrew Crookshanks. 23 May 1827, Robert Anderson.

Lost at Miramichi.

B.G., 15 Nov. 1827.—Bound Quebec for Bristol, ashore in the Gut of Canso. Towed to Miramichi Bay and sold with cargo.

ONTARIO. Built at Quebec, 1824.

No. 16, 12 MARCH 1825.

Previous registry, Quebec in 1824.

293 $\frac{3}{4}$ tons ; length 96' 1" ; breadth (above) 26' 2" ; height 5' 9".

2 decks ; 2 masts ; snow rig ; square stern ; no galleries ; figure head.

Owners : William Acraman, Daniel Wade Acraman and William Edward Acraman, merchants and co-partners, Bristol.

Masters : Richard Wills. 24 Oct. 1827 (Liverpool), Thomas Arnold.

1 Feb. 1832 (Liverpool), John Connell.

Register closed at Derry, 13 March 1832.

L.R., 1841.—Owner Greenwell, Newcastle ; voyage New York. Out of register by 1843.

EUROPA. Built at Whitehaven, 1809.

No. 19, 22 MARCH 1825.

Previous registry, London No. 75 in 1822.

345 $\frac{3}{4}$ tons ; length 99' 10" ; breadth (above) 28' 3" ; height 5' 7".

2 decks ; 3 masts ; barque rig ; square stern ; no galleries ; no head.

Owners : William Brass, mariner, Bristol, 48 shares, and James Stanes, glassman, of the Minories, Middlesex, 16 shares.

Masters : William Burnett. 16 Feb. 1826 (Chepstow), George Richardson.

Vessel lost near Tunis, [*n.d.*].

M.R., 1816.—Owner, Helme ; master, Manning, *posted* Talbot ; voyage, St. Kitts. Ship rig.

B.M., 22 and 29 July 1826.—*Europa* (Richardson), ashore Keiths Reef, bound Chiozzi to Plymouth. 3 saved.

SYLVIA. Built at Bristol, 1825.

No. 42, 13 JUNE 1825.

322 $\frac{3}{4}$ tons ; length 100' 1" ; breadth (above) 27' 6" ; height 6'.

2 decks and a quarter-deck ; 3 masts ; ship rig ; square stern.

Owners : Daniel Wade Acraman, William Edward Acraman and William Acraman, merchants and co-partners, 16 shares ; with Thomas Heaven and Henry Heaven, merchants and co-partners trading as Thomas Heaven and Son, 48 shares ; all of Bristol.

Masters : Henry Lloyd. 9 Nov. 1825, B. H. Ainsworth. 27 June 1827,

Charles T. Paynter. 8 Oct. 1829, I. P. Purnell.

23 Dec. 1829 ; the Acramans sold 16 shares to Heaven and Son.

Vessel lost in the Gulf of Florida ; registry closed 1831.

B.M., 28 May 1825.—A new ship for the West India trade for Messrs. Heaven and Acramans is to be launched this morning from Tippet and Co.'s yard, Canon's Marsh.

B.M., 31 Jan. 1829.—Chased by a 'piratical schooner' for two days in the West Indies, but saved from boarding by a high wind.

B.M., 27 Aug. 1831.—The ship *Sylvia* (Purnell), bound Jamaica to Bristol, was lost on 7th July, on Florida Reef. The captain died before the stranding.

CODRINGTON. Built at Bristol, 1825.

No. 43, 18 JUNE 1825.

207 $\frac{3}{4}$ tons; length 85' 11"; breadth (above) 23' 7 $\frac{1}{2}$ "; height 4' 3".

2 decks and a quarter-deck; 2 masts; snow rig; square stern; quarter badges; a bust head.

Owners: Thomas Corey, merchant, Bristol, 22 shares; George Mereweather, mariner, Bristol, 21 shares; and John Dowding, jr., gentleman, Dodington, Gloucestershire, 21 shares.

Masters: George Mereweather. 24 Oct. 1826, James Hill.

17 Nov. 1826; J. Dowding sold 11 shares to Sir Christopher Bethel Codrington, Baronet, Dodington Park.

22 July 1828; G. Mereweather, late of Bristol, now of Chepstow, sold 21 shares to Joseph Liggins, merchant, London.

31 July 1828; J. Dowding sold 10 shares to Thomas Lampard, gentleman, London.

Registered anew at London, 26 Sept. 1832.

L.R. (various).—J. Liggins, London, is shown as the owner until 1868, with voyages to Antigua or West Indies. Thereafter the owner is Greenup Moorsum of West Hartlepool, but the *Codrington* drops from the register about 1873.

CONCORD. Built at Prince Edward Island, 1825.

No. 58, 27 SEPT. 1825.

321 $\frac{1}{4}$ tons; length 100' 1"; breadth (above) 28'; height 6' 5".

2 decks; 3 masts; barque rig; square stern; no galleries; no head.

Owner: John Cambridge, merchant, Bristol.

Master: Robert Anderson.

24 Oct. 1825; J. Cambridge sold the whole to James Cunningham, merchant, Bristol.

Registered anew No. 67 in 1825, on change of property.

No. 67, 27 OCT. 1825.

318 $\frac{3}{4}$ tons; length 101' 1"; breadth (below) 27' 7"; height 6' 3".

2 decks; 3 masts; barque rig; square stern; no gallery; bust head.

Owner : James Cunningham, merchant, Bristol.

Masters : Thomas Scuffin. 23 Oct. 1826, William Escott.

30 Sept. 1829 ; the whole sold to John Irving, merchant, Bristol.

Registered anew No. 21 in 1830, on change of property.

No. 21, 25 MARCH 1830.

Constructional details as above.

Owner : John Irving, merchant, Bristol.

Masters : William Johns. 27 March 1834, Anthony Landers Herbert.

26 March 1835, David Davidson. 6 March 1837 (Cardiff), William

Jones. 16 May 1838, David Davidson.

24 April 1838 ; the whole sold to George Castle, jr., merchant, London.

Registered anew at London in 1839.

L.R. (various).—Owner 1841-3 was W. Shipp, Lynn, trading to the Baltic. The *Concord* drops from the register 1843-5.

COSMO. 4075. Built at Bideford, 1825.

No. 60, 28 SEPT. 1825.

409 $\frac{3}{4}$ tons ; length 113' 9" ; breadth (below) 28' 4 $\frac{1}{2}$ " ; depth 19' 4".

1 deck ; 3 masts ; ship rig ; square stern ; false galleries ; bust head.

Owners : Edward Bevan, merchant, 22 shares ; William Cross, merchant,

21 shares ; and Francis Holladay, mariner, 21 shares ; all of Bristol.

Masters : Francis Holladay. 30 Nov. 1825 ; John Gillespie.

26 Nov. 1825 ; W. Cross sold 9 shares, F. Holladay sold 13 and E. Bevan

sold 10 to William Bushell, William Singer Jacques and John Coulson, merchants and co-partners, Bristol.

26 Nov. 1825 ; F. Holladay sold 8 shares to James Lyon, merchant, Bristol.

25 May 1826 ; J. Lyon mortgaged 8 shares to John Miles, John Scandret Harford, Abraham Gray Harford Battersby, Sir Richard Vaughan, Kt., William Miles and Thomas Kington Bayly, merchants and co-partners, Bristol.

16 July 1829 ; J. Lyon, and his mortgagors, sold 8 shares to William Bushell and W. S. Jacques, trading as William Bushell and Co., Bristol.

Registered anew No. 24 in 1830, on change of property.

No. 24, 7 APRIL, 1830.

Constructional details as above.

Owners : William Bushell and Co., 40 shares ; William Cross, 12 shares ; and Edward Bevan, 12 shares ; all merchants, Bristol.

Masters : John Gillespie. 18 June 1833, Thomas Thompson. 22 May 1834, Charles Harris Lewis.

29 March 1832 ; Peter Maze, jr., and William Orchard Gwyer, merchants, Bristol, assignees of the estate of Edward Bevan, bankrupt, sold 12 shares to William Done Bushell, merchant, Bristol.

Registered anew No. 10 in 1837.

No. 10, 17 MARCH 1837.

Constructional details as above.

Owners : William Cross, 12 shares ; William Bushell, William Done Bushell, John Jacques and Samuel Harley Bushell, merchants and co-partners, trading as William Bushell and Co., Bristol, 52 shares.

Master : John Cunning.

30 Jan. 1840 ; Bushell and Co., sold 8 shares to Edward Drew ; 8 shares to John Drew ; and 4 to William Cross, all merchants, Bristol.

Registered anew No. 15 in 1840.

No. 15, 21 MARCH 1840.

Constructional details as above, except now barque rig and head given as 'male bust.'

Owners : William Cross, 16 shares ; Edward Drew, 8 shares ; John Drew, 8 shares ; Bushell and Co. [partners as above], 32 shares ; all merchants, Bristol.

Masters : John Cunning. 29 Sept. 1840, William Backe. 26 March 1841, William Outerbridge.

15 Sept. 1843 ; Bushell and Co., sold 32 shares to W. Cross.

Registered anew No. 25 in 1843, on change of property.

No. 25, 21 SEPT. 1843.

Constructional details as above.

Owners : William Cross, 48 shares ; Edward Drew, 8 shares ; and John Drew, 8 shares ; all ship owners, Bristol.

Master : William Outerbridge.

(1A/31).

18 Sept. 1855 ; the whole sold to Thomas Towsey Reay, ship owner, Sunderland.

Registered anew at Sunderland, 9 Oct. 1855.

B.M., 4 March 1826.—The *Cosmo*, which sailed from this port on 4th December, arrived off Sierra Leone in the short space of 17 days, the quickest passage ever known. She is shortly expected to return, when this fine vessel is to be immediately engaged as a regular trader to New York. *B.M.*, 12 April 1828.—The *Cosmo* (Gillespie), on her last voyage made Bristol to New York in 25 days.

B.M., 14 Jan. 1837.—Account of the bravery of a sailor in finding a leak in mid-Atlantic. Captain Lewis was accidentally drowned in Bristol before he could report on the event.

F.F.B.J.—19 Oct. 1839.—The *Cosmo* is to sail from New York to-day. She arrived out after a 42-day passage. On 13th September, in Lat. 41°, Long. 62°, during a severe south-easterly gale, she lost her main

topmast, three topgallant-masts, a whole suit of sails, sprung her main and mizenmasts and lost boats.

B.M., 24 July 1841.—New York to Bristol in 17 days.

B.M., 18 Aug. 1855.—For sale.

L.R. (various).—*Cosmo* is shown in the ownership of Cross and Son, Bristol (voyage New York), until 1859 and does not appear in the 1860 issue. It is probable, therefore, that in Sunderland ownership she was either hulked or broken up.

CAROLINE 16968. Built at Bristol, 1825.

No. 64, 24 Oct. 1825.

378½ tons; length 109' 6"; breadth (below) 27' 8"; height 7' 1".

2 decks; 3 masts; ship rig; square stern; quarter galleries; bust head.

Owners: George Gibbs and Robert Bright, merchants and co-partners trading as Gibbs, Son and Bright, 48 shares; William Fuss, merchant, 8 shares; William Wilson, merchant, 8 shares; all of Bristol.

Masters: William Gittens Wilson. 24 June 1828, Robert Sherwood. 6 Nov. 1830, David Jones. 1 Dec. 1831, Samuel Smith. 20 Oct. 1836, James Emerson. 23 April 1840, John D. Wilson. 2 June 1840 (London), John Briggs. 28 April 1845, Thomas Dangerfield.

11 May 1843; Sarah Ann Wilson, widow of W. Wilson, deceased, sold 8 shares to George Gibbs, Robert Bright and Stephen Shute, merchants and co-partners trading as Gibbs, Bright and Co., Bristol.

(1A/129)

1 Feb. 1834; William Fuss died this day and his 8 shares reverted to George Gibbs, merchant, Bristol.

21 June 1848; Stephen Shute died this day and the 8 shares held by him in partnership reverted to George Gibbs, Robert Bright and Samuel Bright, trading as Gibbs, Bright and Co., Bristol.

13 Dec. 1856; the whole sold to George Thomas Davey, merchant, London.

Registered anew at London, 13 Dec. 1856.

Hilhouse Draughts, fol. 93 depicts this vessel.

L.R. (various).—Voyage is given in 1839 as Jamaica, in 1847 Valparaiso and in 1851–2 Callao, but in most other issues this information is lacking. Out of register 1856–9.

SPARTAN. Built at Chepstow, 1825.

No. 69, 4 Nov. 1825.

364½ tons; length 106'; breadth (below) 27' 9"; depth 18' 9".

1 deck; 3 masts; ship rig; square stern; quarter galleries; bust head.

Owner: John Irving, merchant, Bristol.

Masters : John Sanders. 11 April 1833 (London), James Webb.
 21 Aug. 1835 ; 4 shares sold to George Pocock Irving, merchant, Bristol.
 11 Nov. 1835 ; G. P. Irving sold 4 shares to J. Irving.
 5 March 1836 ; J. Irving sold the whole to Joseph Somes, ship owner,
 Ratcliff, Middlesex.
 4 May 1836 ; J. Somes sold 32 shares to Henry Morgan Godwin and
 Charles Lee, ship owners and co-partners as Godwin and Lee, London ;
 and 32 shares to William Salmon Belville, master mariner, New Kent
 Road, Surrey.
 Registered anew at London, 13 May 1836.

L.R. (various).—In Godwin and Co.'s ownership (39-43) the voyage is
 given as Sydney. In the ownership of G. Marshall, London (1845-51)
 voyage is given as New South Wales or as Port Adelaide. Last in register
 1851.

HECTOR. Built at Bristol, 1825.

No. 79, 17 Nov. 1825.

189 $\frac{1}{4}$ tons ; length 80' 4" ; breadth (above) 23' 3" ; depth 15' 9".

1 deck ; 2 masts ; brig rig ; square stern ; no galleries ; half figure head.

Owners : George Booth and Michael Willcox, merchant, Bristol, 32 shares
 each.

Masters : Thomas Cox. 19 Dec. 1825, William Cother. 12 May 1827,
 Francis Farr.

15 Dec. 1826 ; M. Willcox sold 32 shares to G. Booth.

14 Oct. 1829 ; G. Booth sold the whole to Charles Edward Bernard, jr.,
 merchant, Bristol.

Registered anew No. 70 in 1829.

No. 70, 19 Oct. 1829.

Constructional details as above.

Owner : Charles Edward Bernard, jr., merchant, Bristol.

Masters : James Hammond. 3 Nov. 1831, John Cuning.

Vessel lost on the coast of America.

B.M., 23 June 1832.—Brig *Hector* (Cuning), of Bristol, bound from
 Jamaica to Bristol, ran on Cape Look-out Shoals, on 13th May, and two
 were drowned.

MONMOUTH. Built at Monmouth, 1825.

No. 83, 23 Nov. 1825.

210 $\frac{1}{2}$ tons ; length 88' 9" ; breadth (below) 23' 2" ; depth 15' 7".

1 deck ; 2 masts ; snow rig ; square stern ; no galleries ; bust head.

Owners : Edward Young and John Matthew Young, co-partners as Edward Young and Co., 32 shares ; and Benjamin Ogden, 32 shares ; all merchants, Bristol.

Master : George Roberts.

8 Nov. 1827 ; J. M. Young sold 16 shares to E. Young.

Registered anew No. 85 in 1829.

No. 85, 19 DEC. 1829.

Constructional details as above, except that now a quarter-deck is mentioned and rig is given as square.

Owners : Edward Young, 32 shares, and Benjamin Ogden, 32 shares, both merchants, Bristol.

Masters : Peter Stark. 12 April 1830, Richard Radford. 22 Jan. 1831, Francis Farr. 17 Sept. 1834, John Adams. 12 Oct. 1841, John Boyker. 24 Sept. 1834 ; E. Young sold 32 shares to B. Ogden.

4 Oct. 1845 ; B. Ogden sold the whole to William Williams, ship owner, Bristol.

Registered anew No. 65 in 1845.

No. 65, 26 Nov. 1845.

Constructional details as above, head described as ' female.'

Owner : William Williams, ship owner, Bristol.

Masters : James Banyars. 6 March 1849, Henry Hislop. 23 Oct. 1851, James Long Merrett. 17 Dec. 1851, William Babington.

Vessel lost at Cayo Largo, south coast of Cuba, 28 March 1852.

B.M., 14 May 1825.—As a brig was being launched at Monmouth (for a Bristol firm) on Monday last, it lurched and several persons were thrown into the water, two boys being drowned.

F.F.B.J., 25 July 1840, also *B.M.*, 23 Dec. 1843.—Sale notices.

L.R. (various).—Voyages given variously—1839 to Nevis, 1841–3 Trieste, 1847 West Indies and 1849 Cuba.

AGINCOURT. Built at Monmouth, 1825.

No. 7, 10 JAN. 1826.

299½ tons ; length 102' 1" ; breadth (below) 25' 8" ; height 5'.

2 decks ; 3 masts ; ship rig ; square stern ; quarter galleries ; half figure head.

Owners : Edward Bevan and Samuel Guppy, merchants and co-partners, 22 shares ; William Cross, merchant, 21 shares ; and Francis Holladay, mariner, 21 shares ; all of Bristol.

Masters : Christopher Claxton. 11 Feb. 1826, Joseph Baily.

10 Feb. 1826 ; the whole sold to Charles Pinney and Robert Edward Case, merchants and co-partners, Bristol.

Registered anew No. 27 in 1826, on change of property.

No. 27, 14 FEB. 1826.

Constructional details as above.

Owners : Charles Pinney and Robert Edward Case, merchants and co-partners as Pinney, Ames and Co., Bristol.

Master : Joseph Bailey.

Registered anew No. 95 in 1826, on alteration in description.

No. 95, 31 OCT. 1826.

Constructional details as above, except now barque rig and a bust head.

Owners : as above.

Masters : Joseph Essex Harris. 18 Dec. 1827, William Scarth. 10 Dec. 1828, Joseph Essex Harris.

Vessel lost at Antigua in 1829.

FRANCES. Built at Prince Edward Island, 1825.

No. 16, 30 JAN. 1826.

Previous Registry, Prince Edward Island No. 31 in 1825.

199 $\frac{3}{4}$ tons ; length 87' 4" ; breadth 23' 1" ; height 5' 4 $\frac{3}{4}$ ".

2 decks ; 2 masts ; brig rig ; square stern ; no galleries ; bust head.

Owner : James Lyon, merchant, Bristol.

Masters : Henry Cook. 26 Sept. 1826 (London), Christopher Stonehouse.

17 Nov. 1827, Henry Kemp. 8 Jan. 1828, James Smith.

28 Jan. 1826 ; Lemuel Cambridge, Charlottetown, P.E.I., and Artemus

Cambridge, Bristol, merchants, sold the whole to James Lyon.

Vessel lost at Boa Vista, September 1829.

DRUID. Built at Chepstow, 1826.

No. 24, 9 FEB. 1826.

360 $\frac{1}{4}$ tons ; length 107' 2" ; breadth (above) 27' 6" ; depth 19' 10".

1 deck ; 3 masts ; ship rig ; square stern ; quarter galleries ; bust head.

Owners : James Drew, jr., and John Harris, merchants, Bristol, 32 shares each.

Masters : James Rae. 20 Oct. 1826, John Drew. 17 Jan. 1829, James Rae.

8 Nov. 1828 ; J. Drew sold 32 shares to J. Harris.

22 Jan. 1829 ; J. Harris sold 16 shares to Richard Jones, merchant, Bristol.

Registered anew No. 6 in 1829, on change of property.

No. 6, 26 JAN. 1829.

Constructional details as above, but details added of a high quarter-deck and forecastle deck.

Owners : John Harris and Richard Jones, merchants and co-partners as Harris and Jones, Bristol.

Masters : James Rae. 28 Nov. 1835, George Willcox.

23 Feb. 1836 ; Harris and Jones sold the whole to John William Cornish, gentleman, Bristol, to be held in trust.

26 Feb. 1836 ; J. W. Cornish sold the whole to R. Jones.

Registered anew No. 8 in 1836, on change of property.

No. 8, 2 MARCH 1836.

Constructional details as above.

Owner : Richard Jones, merchant, Bristol.

Masters : George Walters. 5 Sept. 1837, Brooks Harland Ainsworth.

25 Sept. 1838, George Willcox. 1 March 1839 (Liverpool), William Backe.

22 Aug. 1838 ; 16 shares sold to William Cross ; 8 to Edward Drew ; and 8 to John Drew, all merchants, Bristol.

30 Sept. 1839 ; R. Jones sold 16 shares to Brooks Harland Ainsworth, master mariner, Bristol.

18 Feb. 1841 ; B. H. Ainsworth sold 16 shares to William Cross.

19 Feb. 1841 ; W. Cross sold 8 shares to Edward Drew and 8 to John Drew.

Registered anew No. 15 in 1841.

No. 15, 13 MAY 1841.

Constructional details as above, except now barque rig.

Owners : Richard Jones, William Cross, John Drew and Edward Drew, ship owners, Bristol, 16 shares each.

Masters : John Browne. 19 Dec. 1844, William Perriam. 26 June 1845 (Liverpool), Joseph Tripp.

31 Jan. 1846 ; the whole sold to Thomas Evans, ship builder, Bideford.

Registry closed at Bridgwater, 1846.

L.R. (various).—1839–43 issues still give owners Harris and Co. Voyage is shown as New York in each case.

F.F.B.J., 20 June 1846.—*Druid*, bound from Bristol for Quebec, fallen in with on 6 May 1846 in Lat. 46°, Long. 42°, in a sinking state. Crew and passengers taken off by the *Cove* (Roberts), arrived at St. Andrews, New Brunswick.

JOHN CABOT. Built at Bristol, 1826.

No. 33, 22 FEB. 1826.

158½ tons ; length 77' 5" ; breadth (below) 21' 5½" ; depth 13' 6".

1 deck ; 2 masts ; snow rig ; square stern ; false galleries ; a bust head.

Owner : Hugh William Danson, merchant, Bristol.

Masters : Arthur Vickery. 1 April 1828, John Metherick. 2 May 1829, James Hamond.

30 April 1829 ; the whole sold to Charles Edward Bernard, merchant, Bristol.

17 Sept. 1829 ; the whole sold to Thomas King, Richard Jenkins Poole King, William Thomas Poole King, merchants and co-partners trading as Thomas King and Sons, Bristol.

Registered anew No. 74 in 1829, on change of property.

No. 74, 14 Nov. 1829.

Constructional details as above, except a quarter-deck is mentioned.

Owners : Thomas King and Sons [partners as above].

Masters : James Potter. 24 July 1832, John Crawford. 16 Dec. 1833, George Waggett. 13 Nov. 1834, Thomas Potter. 25 September 1835, John Wood. 7 Dec. 1843, George Hulland. 10 Aug. 1844, John Wood. 16 Nov. 1846, George Wagstaff. 12 April 1847, George Wagstaff, [sic]. 21 April 1849, James William Thomas. 7 Jan. 1850, Adolphus Edward Stafford.

28 Sept. 1833 ; T. King sold 32 shares to R. J. P. King and W. T. P. King, co-partners trading as R. and W. King.

Vessel lost on the African Coast, 1851.

F.F.B.J., 27 April 1839.—Captain John Woods of the *John Cabot* has presented to the Zoological Society a male African leopard. He also intended to present a chimpanzee, but it died on the voyage.

Hilhouse Draughts, fol. 59, depicts this vessel.

L.R., 1839–51.—Gives Africa as the voyage in all issues. A *posted* entry in the 1851 issue states 'condemned.'

ENDYMION. Built at Newport, 1826.

No. 37, 3 MARCH 1826.

270 $\frac{3}{4}$ tons ; length 94' 2" ; breadth (above) 25' 10" ; depth 16' 5".

1 deck and a quarter-deck ; 3 masts ; ship rig ; square stern ; false galleries ; a bust head.

Owner : James Drew, jr., merchant, Bristol.

Masters : Charles Gardiner. 29 March 1826, Edward Evans.

4 Oct. 1827 ; the whole sold to Robert Innes, Duncan Davidson Aloes and James Steele, merchants, London.

[Some small share sales to London owners follow.]

Register cancelled at London. [Does not state if re-registered.]

AVON. Built at Bristol, 1826.

No. 42, 4 APRIL 1826.

242 $\frac{1}{2}$ tons ; length 92' 10" ; breadth (below) 24' 2 $\frac{1}{2}$ " ; height 4' 10".

2 decks ; 3 masts ; barque rig ; square stern ; no galleries ; bust head.

Owners : Robert Bright and George Gibbs, co-partners trading as Gibbs, Son and Bright, 16 shares ; Charles Payne, 16 ; William Fuss, 8 ; Richard Bright, 8 ; Richard Honnywill, 8 ; and William Wilson, 8 ; all merchants, Bristol.

Masters : David Jones. 24 Oct. 1827, James Maffin. 19 Jan. 1829, David Jones. 6 July 1829 (Savannah da Mar), James Maffin.

Vessel lost, register cancelled in Jamaica, December 1829.

B.A.G.—The launch of the *Avon* is depicted in two water-colours by T. S. Rowbotham, 1826—'The Eastern Wapping Dock' and 'View in The Eastern Wapping Dock.' [This dock was at that time occupied by the ship builder William Scott.]

B.M., 13 Feb. 1830.—*Avon* (Mifflin), wrecked at Bare Bush, Jamaica on 24th December last.

HEBE. Built at Bristol, 1826.

No. 43, 4 APRIL 1826.

323 $\frac{3}{4}$ tons ; length 105' 10" ; breadth (below) 25' 11" ; height 5' 9".

2 decks ; 3 masts ; ship rig ; square stern ; quarter galleries ; bust head.

Owners : George Hilhouse and Charles Hill, ship builders and co-partners trading as G. Hilhouse and Co.

Master : Richard Dawson.

7 Feb. 1827 ; the whole sold to John Weller, mariner, London.

Registered anew at London [probably 1827].

L.R., 1839-43.—Owners Weller and Co. ; voyage Honduras. In 1843 the entry is *posted* 'Lost.'

Hilhouse Draughts, fol. 88 depicts this vessel.

ALICIA. Built at Quebec, 1825.

No. 46, 8 APRIL 1826.

417 $\frac{3}{4}$ tons ; length 113' ; breadth (above), 28' 8 $\frac{3}{4}$ " ; height 6' 10".

2 decks ; 3 masts ; ship rig ; square stern ; no galleries ; bust head.

Owners : Samuel Lunell, 12 shares ; Thomas Clark, 8 ; Robert Padmore Clark, 8 ; William Peter Lunell, 8 ; George Lunell, 12 ; John Gilmore, 8 ; all merchants ; and Sarah Bengough, widow and administratrix of James Bengough, 8 ; all of Bristol.

Masters : Joshua Evans. 9 Feb. 1828, John Jones. 3 Dec. 1829, William Spuryer. 22 July 1831, Joshua Evans. 20 Aug. 1833, John Gilmore.

10 Jan. 1831 ; Sarah Bengough sold 8 shares to Daniel Stanton, merchant, Bristol.

4 Aug. 1831 ; R. P. Clark sold 8 shares to Joshua Evans, master mariner, Bristol.

23 Jan. 1832 ; T. Clark sold 4 shares to R. P. Clark.

16 Aug. 1833 ; J. Evans sold 8 shares to J. Gilmore.

Vessel lost in the River St. Lawrence, 1833.

UNITY. Built at Prince Edward Island, 1825.

No. 56, 28 APRIL 1826.

449 $\frac{3}{4}$ tons ; length 111' 10" ; breadth (below) 29' 10 $\frac{1}{2}$ " ; height 6' 2".

2 decks ; 3 masts ; barque rig ; square stern ; no galleries ; no head.

Owner : John Cambridge, merchant, Bristol.

Master : John Johnson.

21 Nov. 1826 ; the whole sold as follows—Edward Bevan, merchant, 32 shares ; William Cross, merchant, 16 shares ; and Thomas Lewis, anchor smith, 16 shares ; all of Bristol.

Registered anew No. 10 in 1827, on change of property.

No. 10, 30 JAN. 1827.

Constructional details as above.

Owners : Edward Bevan (32), William Cross (16), and Thomas Lewis (16), all of Bristol, merchants.

Master : John Johnson.

Registered anew No. 45 in 1828, on alteration in description.

No. 45, 25 AUG. 1828.

Constructional details as above, except now woman bust head.

Owners : as above.

Master : as above.

Vessel broken up, [*n.d.*].

SNIPPE. Built at Paul, Yorkshire, 1816.

No. 58, 29 APRIL 1826.

Previous registry, London No. 38 in 1816.

181 $\frac{1}{2}$ tons ; length 87' 2" ; breadth (above) 22' ; height 5' 10".

1 deck ; 2 masts ; brigantine rig ; square stern ; no galleries ; no head.

Owners : Humphrey Jefferies, merchant, and James Swain, mariner, both of Bristol, 32 shares each.

Masters : James Swain. 26 Oct. 1827, Henry Howell. 5 March 1831, Andrew Hogg.

Vessel lost at Honduras, 1832.

The *Snipe* was sailing from Bristol under James Swain as early as 1820. Her usual voyage was to Honduras.

GOVERNOR READY. Built at Prince Edward Island, 1825.

No. 59, 3 MAY 1826.

Previous registry, Prince Edward Island No. 30 in 1825.

512 $\frac{1}{4}$ tons ; length 121' ; breadth (above) 30' 6" ; height 6' 5".

2 decks ; 3 masts ; ship rig ; square stern ; quarter galleries ; bust head.

Owners : John Cave, merchant, Bristol, 21 shares ; Thomas Reynolds, merchant, Bristol, 5 ; Artemus Cambridge, Bristol, and Lemuel Cambridge, Charlottetown, merchants and co-partners trading as L. and A. Cambridge, 10 shares ; Peter Mellish Hosken, merchant, London, 23 shares ; and Joseph Reynolds, merchant, Bristol, 5 shares.

Master : John Young.

19 Jan. 1827 ; P. M. Hosken sold 23 shares to L. and A. Cambridge.

22 Dec. 1827 ; L. and A. Cambridge sold 10 shares to Edward Bevan, merchant, Bristol.

8 Jan. 1828 ; L. and A. Cambridge sold 23 shares to John Jarrett Schaw, merchant, Bristol.

18 April 1829 ; J. Cave sold 21 shares to J. Cambridge.

Vessel lost in Torres Straits, 1830.

CAMBRIDGE. Built at Prince Edward Island, 1825.

No. 61, 13 MAY 1826.

Previous registry, Prince Edward Island No. 36 in 1825.

533 $\frac{1}{2}$ tons ; length 126' 7" ; breadth (above) 30' 7" ; height 6' 6".

2 decks ; 3 masts ; ship rig ; square stern ; no galleries ; bust head.

Owners : Thomas Reynolds, merchant, Bristol, 7 shares ; Joseph Bull, merchant, Bristol, 6 ; Artemus Cambridge, Bristol and Lemuel Cambridge, Charlottetown, merchants and co-partners as L. and A. Cambridge, 10 shares ; George Wright, banker, Bristol, 10 ; Joseph Reynolds, merchant, Bristol, 19 ; Peter Mellish Hosken, merchant, London, 12.

Master : Richard Pearse.

15 Jan. 1827 ; P. M. Hosken sold 12 shares to L. and A. Cambridge.

14 March 1827 ; L. and A. Cambridge mortgaged 22 shares to Walter Hawkins, ship and insurance broker, London

10 Jan. 1828 ; Joseph Bull sold 6 shares to T. Reynolds.

12 Nov. 1828 ; G. Wright sold 10 shares to J. Reynolds.

23 July 1830 ; W. Hawkins, Thomas Lewis, merchant, George Smith, jr., coppersmith, Francis Fisher, jr., merchant, and Thomas Wintle, linen merchant, Bristol, assignees of the estate and effects of L. and A. Cambridge, bankrupts, sold 22 to Joseph Reynolds.

6 Aug. 1830 ; J. Reynolds and T. Reynolds sold 32 shares to Samuel Welsford, merchant, London, and 32 shares to Lemuel Cambridge, merchant, Bristol.

Registered anew No. 44 in 1830, on change of property.

No. 44, 26 AUG. 1830.

Constructional details as above, except now quarter galleries and poop and forecastle decks are mentioned.

Owners : Lemuel Cambridge, Bristol, 32 shares, and Samuel Welsford, London, 32 shares ; both merchants.

Master : Richard Pearse.

Vessel lost at sea, April 1835.

B.A.G.—The *Cambridge* is depicted in a water-colour by T. S. Rowbotham, 1826.

HERO. Built at Bristol, 1826.

No. 70, 12 JULY 1826.

179 $\frac{3}{4}$ tons ; length 60' ; breadth (below) 22' 6" ; depth 14' 7".

2 decks and a quarter-deck ; 2 masts ; brig rig ; square stern ; no galleries, bust head.

Owner : Abraham Alexander, merchant, Bristol.

Master : William Morgan.

4 Jan. 1827 ; the whole sold to Philip Jenkins, mariner, Bristol.

Registered anew No. 7 in 1827, on change of property.

No. 7, 20 JAN. 1827.

Constructional details as above, except now snow rig.

Owner : Philip Jenkins, mariner, Bristol.

Masters : Philip Jenkins. 25 Jan. 1827, John Jenkins. 2 July 1827 (London), Philip Jenkins.

Registered anew at London, 1835.

L.R., 1839-41.—Shows owner and master Oppenheim ; port of registry Bristol [erroneous] ; and year of build 1827. Out of register 1841-3.

MARY. Built at Whitby, 1818.

No. 72, 24 JULY 1826.

Previous registry, London No. 45 in 1824.

291 $\frac{1}{2}$ tons ; length 96' 6" ; breadth (above) 26' 11" ; height 5' 6".

1 deck and a half-deck ; 3 masts ; square rig ; no galleries ; bust head.

Owners : Peter Maze, 48 shares, and James Maze, 16 shares, merchants, Bristol.

Master : Henry Dawson.

Registered anew at London, 26 Jan. 1832.

L.R., 1841.—Barque rig ; owners Chadwick and Co., London ; master Nelsey ; voyage Bermuda. Out of register 1841-3.

GEORGE. Built at Fowey, 1826.

No. 74, 1 AUG. 1826.

281 $\frac{3}{4}$ tons ; length 99' 1" ; breadth (below) 25' 4 $\frac{1}{2}$ " ; depth 17' 1 $\frac{1}{2}$ ".

1 deck and a half-deck ; 3 masts ; ship rig ; square stern ; false galleries ; bust head.

Owners : John Frederick Baillie, merchant, 8 shares ; John Bailey, mariner, 8 shares ; George Henry Ames, Hugh Duncan Baillie and James Evan Baillie, merchants and co-partners trading as Evan Baillie Sons and Co., 48 shares ; all Bristol.

Masters : Abraham Keppel. 2 Oct. 1827 (Demerara), Thomas Stewart. Vessel lost, registry cancelled at Barbados, [*n.d.*].

Lost on Cobbler's Reef, Barbados, *vide B.M.*, 8 Feb. 1851, which does not, however, state the year of the loss.

SUPERIOR. Built at Quebec, 1826.

No. 77, 1 SEPT. 1826.

252 $\frac{3}{4}$ tons ; length 93' 3" ; breadth (above) 24' 7" ; height 6' $\frac{1}{2}$ ".

2 decks, the lower open amidships ; 3 masts ; ship rig ; square stern ; no galleries ; bust head.

Owners : William Acraman, Daniel Wade Acraman and William Edward Acraman, merchants and co-partners trading as W., D. and W. E. Acraman, Bristol.

Masters : William Leslie. 22 May 1830, John Howe Brown.

Registered anew No. 30 in 1833, on alteration in description.

No. 30, 14 OCT. 1833.

Constructional details as above, except now barque rig, false galleries and man bust head.

Owners : Daniel Wade Acraman, William Edward Acraman and Alfred John Acraman, merchants and co-partners, Bristol.

Masters : John Howe Brown. 22 June 1835 (Liverpool), Robert Jeffes. 5 Jan. 1836, John Skynner.

3 Dec. 1835 ; 32 shares sold to Thomas Revell Guest, merchant, Cardiff, and 32 to Joshua Hargrave, merchant, Cork.

Registered anew at Cardiff in 1836.

B.M., 18 June 1831.—Runs ashore at Montreal on 17th May.

B.M., 26 Sept. 1835.—Sale notice. Built by Bell at Quebec. Owners D., E. and A. Acraman.

F.F.B.J., 15 Oct. 1836.—The *Superior* of Cardiff (John Dunn), bound from Miramichi for Cardiff, with timber, was lost in the Atlantic on 2nd October. Nine of the crew of eleven were saved by the *Harmony*.

PEGGY. Built at Newcastle, 1798.

No. 84, 5 SEPT. 1826.

Previous registry, London No. 91 in 1815.

374 $\frac{3}{4}$ tons; length 99' 5"; breadth (above) 29' 8"; height 6' 7".

2 decks; 3 masts; barque rig; square stern; no galleries; no head.

Owner: John Taylor, merchant, Bristol.

Master: Richard Jones.

Vessel lost near Cape Breton, 1827.

ARCADIA. Built at St. Andrews, New Brunswick, 1825.

No. 85, 5 SEPT. 1826.

Previous registry, St. Andrews No. 44 in 1825.

395 $\frac{3}{4}$ tons; length 113' 10"; breadth (below) 27' 11"; height 6' 10".

2 decks; 3 masts; barque rig; square stern; no galleries; scroll head.

Owners: William Brass, mariner, Bristol, 34 shares, and James Stanes, merchant, London, 30 shares.

Masters: Edward Forster. 3 Dec. 1829, William Thorn. 7 May 1830,

Charles March. 18 Jan. 1833, Charles Anderson. 26 July 1834 (Liver-

pool), George Donaldson. 14 Nov. 1836 (Liverpool), John Greenwood

Lidell. 26 Dec. 1836 (Milford), William Holmes.

Vessel lost, 1839.

F.F.B.J., 5 Jan. 1839.—Captain John Madge of the *William* of Dartmouth, bound from Faro to Hull, reports.—Deal, January 2nd. On December 25th, in Lat. 45.55°, Long. 9.44°, I saw the barque *Arcadia* of Bristol, with 6 or 7 feet of water in her hold, abandoned by her crew in the long boat. There had been severe gales on the 23rd and 24th, but as a live sheep was on board she could not have been abandoned long. A French whaler took her in tow.

F.F.B.J., 9 Feb. 1839.—*Arcadia* (Barker), from Fernando Po for London, abandoned sinking on 24th December in Lat. 46°, Long. 11°. The crew were saved by the *Rhoda*, from London, and landed at Madeira.

F.F.B.J., 2 March 1839.—An officer of the whaler *Elizabeth* of Havre writes.—On the fourth day after leaving Havre we fell in with a vessel which appeared to be abandoned. Our Captain put eight men on board, but we had to abandon her in bad weather at eight next morning. She later foundered.

JAMES DALY. 6950. Built at Bristol, 1826.

No. 87, 20 SEPT. 1826.

210 $\frac{3}{4}$ tons ; length 89' 11" ; breadth (below) 23' 1 $\frac{1}{2}$ " ; depth 15' 10".

2 decks ; 3 masts ; barque rig ; square stern ; no galleries ; bust head.

Owners : Richard Robinson and Thomas Powell, merchants and co-partners trading as R. Robinson the Younger and Co., Bristol.

Masters : William Chantler. 3 Oct. 1827 (London), Morde Hignell Cullis.

11 July 1831 (London), John McKensie. 27 Oct. 1835 (London), Thomas Potter.

12 Oct. 1835 ; 48 shares sold to Richard Jenkins Poole King and William Thomas Poole King, merchants and co-partners trading as R. and W.

King, Bristol ; and 16 shares to James Potter, master mariner, Bristol.

Registered anew No. 36 in 1835, on change of property.

No. 36, 11 DEC. 1835.

Constructional details as above.

Owners : as at 12 Oct. 1835, above.

Masters : Thomas Potter. 17 Aug. 1840, Benjamin Escott. 11 Aug. 1842, Henry Daniel Tuttiatt.

21 Oct. 1833 ; J. Potter sold 16 shares to R. and W. King.

Registered anew No. 9 in 1846, on change in description.

No. 9, 13 FEB. 1846.

Constructional details as above, except now square rig ; one deck and a quarter-deck in place of 2 decks ; and male bust head.

Owners : R. and W. King, merchants, Bristol.

Masters : Harry Daniel Tuttiatt. 15 July 1848, Alexander Righton.

2 Jan. 1850, James William Thomas. 22 April 1851, Thomas Pearce.

8 Oct. 1852, Thomas James Rudge. 1 Dec. 1854, Alexander Lucius Grave.

Vessel lost at sea, [*n.d.*].

L.R. (various).—Voyage Africa, in all issues. 1847–9, ship rig.

B.M., 26 Aug. 1837.—'Our Float presented a novel spectacle on Thursday last. Two Africans who came to this port in a ship, the *James Daly*, were each in a small canoe paddling down to the Drawbridge where an immense number of spectators witnessed the dexterity with which the blacks managed their frail barks.'

F.F.B.J., 18 Sept. 1847.—Captain Tuttiett injured on board the *James Daly* while proceeding down the river.

B.T., 11 April 1857.—*James Daly* (Grave), ashore and wrecked near Cape Coast, Africa, on 8th March last. Crew and cargo saved.

OTHELLO. Built at Quebec, 1826.

No. 90, 22 SEPT. 1826.

Previous registry, Quebec in 1826. [Number not shown.]

403 $\frac{3}{4}$ tons ; length 110' 11" ; breadth (below) 28' 5" ; height 6'.

2 decks ; 3 masts ; ship rig ; square stern ; no galleries ; a figure head.

Owners : William Acraman, Daniel Wade Acraman and William Edward Acraman, merchants and co-partners trading as W., D. and W. E. Acraman, Bristol.

Masters : William Swainson. 17 Jan. 1828 (Liverpool), Henry Sinclair Thomson.

Registered anew at Liverpool, 17 Jan. 1832.

Made voyages to India, usually terminating at Liverpool.

MIDAS. Built at Prince Edward Island, 1825.

No. 96, 10 Nov. 1826.

Previous registry, Prince Edward Island No. 32 in 1825.

167 $\frac{1}{2}$ tons ; length 80' 4" ; breadth (above) 22' 3" ; depth 14' 5 $\frac{1}{2}$ ".

1 deck ; 2 masts ; brigantine rig ; square stern ; no galleries ; no head.

Owners : William Gwyer and John Gwyer, merchants and co-partners trading as W. and J. Gwyer, Bristol.

Masters : Edward Escott. 23 Sept. 1830, John Powell. 2 July 1831, James Webb. 18 Feb. 1832, John Carter Warren. 3 Feb. 1834 (London), Richard Clark.

24 Oct. 1826 ; Lemuel Cambridge and Artemus Cambridge, merchants, Bristol, sold the whole to W. and J. Gwyer.

Vessel lost in the Black Sea, 1837.

B.M., 10 Feb. 1838.—*Midas* (Clark), bound Odessa to Falmouth, totally wrecked at the false mouth of the Bosphorus on 1st January. Captain drowned.

DALUSIA. Built at Quebec, 1826.

No. 1, 4 JAN. 1827.

Previous registry, Quebec No. 147 in 1826.

187 $\frac{1}{2}$ tons ; length 85' 6" ; breadth (above) 22' 3" ; height 4' 11"

1 deck and a half-deck ; 2 masts ; square rig ; square stern ; no galleries ; a bust head.

Owner : James Drew, jr., merchant, Clifton, Gloucestershire.

Masters : Charles Gardiner. 18 Aug. 1827, Thomas Cooke.

1 Nov. 1828 ; J. Drew sold 32 shares to Benjamin Bickley and Richard Allport, merchants and co-partners trading as B. Bickley and Co., Bristol.

14 Nov. 1831 ; Richard Drew and William Drew, merchants, London, and Francis John Bargeer, gentleman, Bristol, executors of James Drew, jr., deceased, sold 32 shares, and B. Bickley, merchant, surviving partner of R. Allport, sold 32 shares to Andrew Parnall, master mariner, Padstow.

Registry cancelled at Padstow 25 Nov. 1831.

CHARLES. Built at Trinity Bay, Newfoundland, 1826.

No. 12, 6 FEB. 1827.

Previous registry, St. Johns, N.F.L. in 1826. [Number not given.]

137 $\frac{3}{4}$ tons; length 70'; breadth (above) 21' 2"; depth 13' 4".

1 deck; 2 masts; brig rig; square stern; no gallery; bust head.

Owner: Charles Thomas Fox Bennett, merchant, Bristol.

Master: William Harvey.

Registered anew No. 47 in 1828, on alteration in description.

No. 47, 2 SEPT. 1828.

168 $\frac{1}{2}$ tons; length 80' 2 $\frac{1}{2}$ "; breadth (above) 21' 7 $\frac{1}{2}$ "; depth 13' 4 $\frac{1}{2}$ ".

Other constructional details as above.

Owner: as above.

Masters: William Harvey. 9 April 1836 (St. Johns, N.F.L.), Charles

Harris. 16 Sept. 1836 (St. Johns), Samuel Wills Hutchings.

Vessel burnt at Deal, 1838.

ISABELLA. Built at Prince Edward Island, 1825.

No. 13, 7 FEB. 1827.

Previous registry, Prince Edward Island in 1826. [Number not given.]

416 $\frac{1}{4}$ tons; length 116' 1"; breadth (above) 29' $\frac{1}{2}$ "; height 6' 3".

2 decks; 3 masts; barque rig; square stern; quarter galleries; a figure head.

Owner: Joshua Jones, merchant, Bristol.

Masters: Thomas Cleverdon. 12 Nov. 1827 (London), Joseph Beckett.

10 March 1828 (London), Gilson Reeve Fox.

8 Feb. 1827; J. Jones sold 24 shares to James Teasdale, merchant, Westminster.

7 Feb. 1828; J. Teasdale sold 24 shares to J. Jones.

8 July 1829; J. Jones sold the whole to Brodie Augustus McGhir and Robert Page, ship brokers and co-partners, London.

Registered anew at London, 10 Aug. 1829.

FREDERICK ROBINSON. Built at Prince Edward Island, 1826.

No. 18, 8 MARCH 1827.

Previous registry, Prince Edward Island No. 28 in 1826.

238 $\frac{3}{4}$ tons; length 93' 10"; breadth (above) 24' 4"; depth 14' 10".

1 deck and a poop deck; 2 masts; snow rig; square stern; false galleries; bust head.

Owners: Francis Fisher, jr., 32 shares; Peregrine Bowen, 16 shares; both merchants, Bristol; with James Alexander Salisbury Hosken, merchant, London, 16 shares.

Master : Francis Daniel Geary.

19 Jan. 1827 ; Lemuel Cambridge and Artemus Cambridge, merchants, Bristol, sold the whole to J. A. S. Hosken.

23 Jan. 1827 ; J. A. S. Hosken sold 48 shares to F. Fisher, jr.

21 Feb. 1827 ; F. Fisher, jr., sold 16 shares to P. Bowen.

Vessel lost—foundered at sea, [*n.d.*].

HOPE. Built at Bristol, 1827.

No. 22, 27 MARCH 1827.

377 $\frac{3}{4}$ tons ; length 109' 7" ; breadth (below) 27' 7" ; depth 20'.

2 decks ; 3 masts ; ship rig ; square stern ; quarter galleries ; bust head.

Owners : George Hilhouse and Charles Hill, ship builders and co-partners trading as G. Hilhouse and Co., Bristol.

Masters : Richard Dawson. 2 Jan. 1829, William Gittens Wilson. 24

Dec. 1829, George Blissett. 18 Feb. 1832, John Richards. 20 Oct.

1834 (London), Charles Mathias Sughren.

Registered anew at London, 11 Nov. 1834.

Hilhouse Draughts, fol. 99 depicts this vessel.

L.R. (various).—Successive owners were—Boddington, London, until 1846 ; Hooper and Co., London, until 1848 ; then Pope Brothers, Plymouth. Voyages—1845, Bombay ; 1847, New Zealand ; 1849, Australia ; 1851, New York. Last in register 1855.

FELICITY. Built at Prince Edward Island, 1826.

No. 25, 16 APRIL 1827.

Previous registry, Prince Edward Island in 1826.

299 $\frac{3}{4}$ tons ; length 100' ; breadth (below) 26' 3" ; height 5' 10".

2 decks ; 3 masts ; barque rig ; square stern ; no galleries ; no head.

Owner : John Cambridge, merchant, Bristol.

Masters : Thomas Gyles. 23 May 1828, George Dugdale. 23 Jan. 1833 (Liverpool), Thomas Forster.

12 April 1827 ; Joseph Cunard, merchant, Miramichi, N.B., sold the whole to J. Cambridge.

Vessel wrecked at sea, Feb. 1833.

B.M., 17 Feb. 1827.—For sale, barque *Felicity*, Plantation built, copper fastened. Lately arrived from Prince Edward Island on her first voyage. Apply L. and A. Cambridge's Yard, Seabanks.

B.M., 9 March 1833.—The *Felicity* (Forster), sailed from Liverpool on 24th January for Savannah. On 25th February there was found the stern of a vessel so marked, seven miles west of Dartmouth.

SUSAN. 40002. Built at Bristol, 1827.

No. 26, 3 MAY 1827.

312 $\frac{3}{4}$ tons; length 103' 7"; breadth (above) 25' 11"; depth 18' 4".

1 deck; 3 masts; ship rig; square stern; no galleries; no head.

Owners: Thomas Daniel, Bristol and John Daniel, London, merchants and co-partners trading as T. Daniel and Sons.

Master: Thomas Penton.

Registered anew No. 1 in 1829, on change in description.

No. 1, 17 JAN. 1829.

Constructional details as above, except now female head.

Owners: as above.

Masters: Thomas Penton. 9 Oct. 1850 (Demerara), John Fisher. [*n.d.*], Thomas Penton.

25 Aug. 1851; the whole sold to William Patterson, ship builder, Bristol.

Registered anew No. 54 in 1851, on change of property.

No. 54, 12 SEPT. 1851.

Constructional details as above.

Owner: William Patterson, ship builder, Bristol.

Masters: Thomas Penton. 30 Aug. 1852, George Augustus Keppel.

7 Dec. 1852, Thomas John Patterson. 28 June 1853, Edward Timmouth.

20 Feb. 1854; 32 shares sold to Henry Isaac Brown, attorney-at-law, and 32 shares to James Bowsher, gentleman, both Bristol.

Registered anew No. 13 in 1854, on change of property.

No. 13, 28 FEB. 1854.

Constructional details as above, except now square rig.

Owners: as at 20 Feb. 1854 above.

Masters: Thomas Jones. 17 Oct. 1854, Edward Andrews.

(1A/183).

24 Oct. 1857; J. Bowsher sold 32 shares to Thomas Crudge, cabinet maker, Exmouth.

26 Oct. 1857; H. I. Brown sold 30 shares to James Hore, ship owner, Exmouth.

13 Aug. 1858; T. Crudge sold 8 shares to Henry Cranstoun Adams, gentleman, Exmouth.

Ship broken up; registry closed 13 Sept. 1860.

L.R. (various).—In Daniels' and Patterson's ownership, the voyage was Demerara; in that of Brown and Co., and also of Hore and Co., the voyage was Mediterranean.

ROBERT PEEL. Built at Prince Edward Island, 1826.

No. 38, 6 JUNE 1827.

Previous registry, Prince Edward Island, No. 50 in 1826.

304 $\frac{3}{4}$ tons ; length 97' 1" ; breadth (above) 27' 3" ; depth 16' 8 $\frac{1}{2}$ ".

1 deck ; 3 masts ; barque rig ; square stern ; quarter galleries ; a bust head.

Owner : Edward Bevan, merchant, Bristol.

Master : William Davis.

29 May 1827 ; Lemuel Cambridge, Prince Edward Island, and Artemus Cambridge, Bristol, merchants, sold the whole to E. Bevan.

29 Aug. 1827 ; E. Bevan sold the whole to Thomas Lewis, anchor smith, Bristol.

30 Aug. 1827 ; T. Lewis sold 32 shares to Charles William Griffith Griffin, Lieutenant, Royal Navy, Bristol.

Registered anew No. 49 in 1827, on change of property.

No. 49, 30 AUG. 1827.

Constructional details as above, except now 2 decks.

Owners : as at 30 Aug. 1827 above.

Masters : William Burbidge Hall. 19 March 1829 (London), John Hale. 26 Oct. 1829, John Jones.

5 May 1829 ; C. W. G. Griffin sold 32 shares to T. Lewis.

2 Nov. 1829 ; T. Lewis sold 32 shares to Robert Harrison, merchant, London.

25 Nov. 1829 ; R. Harrison sold 32 shares to T. Lewis.

12 Dec. 1829 ; T. Lewis mortgaged the whole to R. Harrison.

29 Jan. 1832 ; R. Harrison sold the whole to James Lorymer, merchant, Bristol.

1 May 1833 ; J. Lorymer mortgaged the whole to Samuel Lorymer, starch maker ; William Davies, poulterer ; and Robert Marshall, vintner, Bristol.

Registered anew No. 20 in 1833, on change of property.

No. 20, 19 JULY 1833.

Constructional details as above.

Owner : James Lorymer, merchant, Bristol. (Subject to mortgage dated 1 May 1833, to S. Lorymer, W. Davies and R. Marshall.)

Masters : John Jones. 13 Dec. 1833, Michael Caul. 30 Aug. 1834 (Liverpool), George Simpton. 23 Jan. 1835 (Liverpool), John Warren. 16 Feb. 1835 (Liverpool), Martin Murphy.

Vessel foundered at sea, 1835.

F.F.B.J., 7 March 1835.—' The *Robert Peel* . . . which sailed from Liverpool on the 17th February, after being tossed a good deal between Bardsey Island and the Isle of Man, was wrecked on Monday week, about 4 p.m., on Hoyle Bank. The vessel almost immediately went to pieces and the Captain and crew, 16 in number, got to the quarter-deck, the main deck being sunk. They continued in this perilous position, the fragment of the

ship drifting up the Dee, the whole of the night; and the unfortunate Captain (Murphy) perished, and three of the hands, before morning. The rest were saved by a boat which put out to them from the Flintshire shore on Tuesday.

HUSKISSON. Built at Prince Edward Island, 1827.

No. 39, 6 JUNE 1827.

334 $\frac{1}{2}$ tons; length 100'; breadth (below) 27' 5 $\frac{1}{2}$ "; depth 18' 9".

1 deck; 3 masts; barque rig; square stern; quarter galleries; bust head.

Owners: Francis Fisher, jr., and William Jepson Fisher, merchants, Bristol, 32 shares each.

Masters: Thomas Forster. 10 Dec. 1827 (London), Charles March. 4 Aug. 1830 (Newport), William Holmes.

31 March 1829; the whole mortgaged to Hannah Fisher, widow, Westbury-on-Trym.

11 Aug. 1832; H. Fisher sold the whole to John Acraman Jones, timber merchant, Bristol.

5 Dec. 1832; J. A. Jones sold 43 shares to Henry Sinclair, merchant, Cardiff; and 21 shares to George Fowler, gentleman, Clevedon.

12 March 1833; G. Fowler sold 21 shares to James Bird, gentleman, St. Pauls, Gloucestershire.

Registered anew No. 18 in 1834.

No. 18, 21 MAY 1834.

Constructional details as above, except now man bust head.

Owners: James Bird, gentleman, St. Pauls, 21 shares; and Henry Sinclair, merchant, Bristol, 43 shares.

Masters: William Holmes. 7 June 1836 (Liverpool), Thomas Holmes.

31 May 1836; H. Sinclair sold 43 shares to John Hair, timber merchant, Newcastle.

2 June 1836; J. Bird sold 21 shares to J. Hair.

Registry cancelled at Newcastle, 9 Dec. 1836.

ANTIGUA PLANTER. 13433. Built at Newport, 1827.

No. 52, 3 OCT. 1827.

157 $\frac{1}{2}$ tons; length 72' 10"; breadth (above) 22' 6"; depth 13'.

1 deck; 2 masts; brig rig; square stern; false galleries; bust head.

Owners: Thomas Camplin, merchant (32 shares); Thomas Etheridge, merchant (12 shares); Henry Cherry, mariner (12 shares); and William Killby, accountant (8 shares); all of Bristol.

Masters: Henry Cherry. 18 Dec. 1830, Henry Cherry, jr. 2 Nov. 1837 (Newport), Edward Toms.

- 27 July 1832 ; T. Etheridge sold 4 shares to Henry Cherry, and 8 shares to Henry Cherry, jr., master mariners, Bristol.
- 24 Dec. 1833 ; W. Killby sold 8 shares to George Wellon, accountant, Bristol.
- 17 Oct. 1837 ; Mary Cherry, widow and executrix of Henry Cherry, deceased, sold 16 shares ; G. Wellon sold 8 shares ; and Henry Cherry sold 8 shares ; all to James Young, merchant, St. Ives.
- 23 Oct. 1837 ; J. Young sold 10 shares to Edward Toms, master mariner, St. Ives.
- 8 Nov. 1837 ; T. Camplin sold 22 shares to James Halse, esquire, and 10 shares to Edward Toms, master mariner, both of St. Ives.
- Vessel registered anew at St. Ives, 1838.

An Antigua trader when in Bristol ownership.

L.R. (various).—In the ownership of Young and Co., the voyage was in 1843 to Trinidad, and at other times to the Mediterranean or coasting. In 1864 she was sold to Teignmouth owners and drops from the register 1872-3.

ARABIAN. Built at Liverpool, 1825.

No. 60, 17 Nov. 1827.

Previous registry, Liverpool No. 8 in 1827.

386 $\frac{1}{2}$ tons ; length 109' 6" ; breadth (above) 28' 9" ; height 6' 10".

2 decks ; 3 masts ; ship rig ; square stern ; sham galleries ; scroll billet head.

Owners : William Acraman, Daniel Wade Acraman and William Edward Acraman, merchants and co-partners trading as W., D. and W. E. Acraman, Bristol.

Master : Richard Wills.

23 Oct. 1827 ; John Woodall, sr., banker, Scarborough, and Hewson Dutchman, ship owner, Liverpool, sold the whole to W., D. and W. E. Acraman, Bristol.

Registered anew No. 21 in 1829.

No. 21, 13 MARCH 1829.

Constructional details as above, except tonnage 405 $\frac{1}{2}$.

Owners : as above.

Masters : Richard Wills. 23 June 1830, William Boulton.

Registered anew No. 34 in 1834.

No. 34, 25 SEPT. 1834.

391 $\frac{1}{2}$ tons ; length 109' 1" ; breadth (above) 28' 3" ; otherwise as above.

Owners : as above.

Masters : William Boulton. 11 June 1835, John Howe Brown. 30 Dec. 1840 (London), Cornelius Charles Gardiner.

Registered anew at London in 1843.

B.M., 13 March 1830.—The *Arabian* (Wills), is daily expected at this port direct from Calcutta. We believe it is 12 years since a vessel from the East Indies entered the harbour of Bristol.

B.M., 21 March 1835.—*Arabian* (William Boulton), arrived at Mauritius on 30th December, that is in 58 days from Bristol, a remarkably quick passage.

F.F.B.J., 2 March 1839.—The *Arabian* (Brown), bound Bristol to Sydney . . . experienced heavy weather soon after leaving Bristol. On 28th and 29th November it blew a hurricane and they were obliged to throw part of the cargo (powder, oats, sheets and potatoes) overboard to lighten ship as the decks had been awash three days.

F.F.B.J., 5 Sept. 1840.—*Arabian* (Bankier), arrived at Bristol on 30th August from Launceston. She left at the end of April and on 13th May, about 300 miles east of New Zealand, a sudden squall came and a tremendous sea washed over her, forcing in her bulwarks, carrying off the wheel, the man at the helm and the round house on deck where several persons were sleeping. Four of the crew and seven passengers were lost.

L.R. (various).—Owner 1843–53, Luscombe, London; voyages, New South Wales and Adelaide. In 1854 was sold to Green and Co., Brixham and in 1855 voyage given as West Indies (not stated in other issues). Cut down to a barque in 1843. Out of register 1868–73.

THOMAS DANIEL. Built at Bristol, 1827.

No. 62, 29 Nov. 1827.

243½ tons; length 93' 11"; breadth (below) 24' 1½"; height 4' 10½".

2 decks; 3 masts; ship rig; square stern; false galleries; bust head.

Owner: Thomas Corey, merchant, Bristol.

Masters: Charles Gardiner. 21 March 1831, Richard Dunn. 3 Nov. 1835, Timothy Thornhill. 20 May 1836 (Liverpool), Edward Forster.

23 Jan. 1837, Francis Davidson. 11 Dec. 1837, Henry Cherry. 4 Aug. 1837, William O'Shea.

Vessel lost at Bonny, 1842.

F.F.B.J., 25 Jan. 1840.—Five men drowned in an accident to a boat from the *Thomas Daniel* (Cherry), bound to Antigua, lying off Cardiff.

B.M., 2 July 1842.—*Thomas Daniel* (O'Shea), wrecked on the Bar when entering Bonny River. Crew saved.

SUPERB. Built at Prince Edward Island, 1826.

No. 8, 21 FEB. 1828.

Previous registry, Bideford No. 9 in 1826.

500½ tons; length 122' 9½"; breadth (above) 30' 7½"; height 6' 7".

2 decks; 3 masts; ship rig; square stern; no galleries; woman bust head.

Owners : Joseph Francis Sheppard, gentleman, Clevedon, 20 shares ; William Sheppard and John Salmon, merchants and co-partners trading as William Salmon and Co., Bristol, 44 shares.

Master : James Cain.

15 Feb. 1828 ; Martha Elizabeth Burnard, widow, Bideford, sold 4 shares to J. F. Sheppard, and 44 shares to W. Salmon and Co.

15 Feb. 1828 ; Thomas Burnard, merchant, Bideford, sold 16 shares to J. F. Sheppard.

3 April 1830 ; W. Salmon and Co., sold 44 shares to Thomas Lewis, anchor smith, Bristol.

5 April 1830 ; J. F. Sheppard sold 20 shares to T. Lewis.

Registered anew No. 25 in 1830, on change of property.

No. 25, 7 APRIL 1830.

Constructional details as above.

Owner : Thomas Lewis, anchor smith, Bristol.

Master : Henry Watts.

22 Feb. 1831 ; 32 shares sold to Lemuel Cambridge, merchant, Bristol ; and 32 shares to Samuel Welsford, merchant, London.

Registered anew No. 9 in 1831, on change of property.

No. 9, 26 FEB. 1831.

Constructional details as above.

Owners : Lemuel Cambridge, ship owner, Bristol, 32 shares ; and Samuel Welsford, merchant, London, 32 shares.

Master : Henry Watts.

Registered anew No. 16 in 1832.

No. 16, 27 MARCH 1832.

Constructional details as above.

Owners : as above.

Masters : Henry Watts. 11 May 1833 (Liverpool), William Spuryer.

9 Feb. 1833 ; S. Welsford, late of London, now of Bristol, sold 32 shares to L. Cambridge.

Vessel sold to aliens and registry closed 1835.

B.M., 14 June, 28 June and 5 July 1828.—Contain accounts of the *Superb* (Cain), striking ice off Cape Bay, Quebec, on 23 April. The master and four men went ashore for assistance and when they returned the vessel had disappeared. Later the vessel was carried into Bazir, Newfoundland, with her bows stove in.

Annual Register, 1828.—30 July 1828.—The brig *Hannah and Catherine* (Lumsden), lately arrived at Cork having picked up on 4th May a boat containing two men of the *Superb*, a Bristol trader for Quebec, which had run foul of an iceberg on 21st April and was stove in forward. All hands pumped for two days and a night and when a schooner hove in sight, the captain went in the jolly-boat to treat for assistance. Seven men then got

into the long-boat and pushed off, but a fog came down and they could not regain the ship to obtain provisions. They drifted eleven days and the two survivors had kept alive by cannibalism.

AIRTHRY CASTLE. Built at Gagetown, New Brunswick, 1826.

No. 11, 5 MARCH 1828.

Previous registry, St. John, N.B., No. 145 in 1826.

441 $\frac{1}{2}$ tons; length 116' 3"; breadth (above) 29' 3"; height 6' 3".

1 deck and a half-deck; 3 masts; square rig; square stern; no galleries; no head.

Owners: William Sheppard (33 shares), Joseph Francis Sheppard (20 shares), and John Salmon (11 shares); all merchants, Bristol.

Masters: Thomas Smith. 5 March 1829, Andrew Carling.

23 March 1837; J. F. Sheppard, esquire, formerly of Bristol, now of Clevedon, sold 4 shares to Adam Carling, master mariner, Bristol.

23 March 1837; J. F. Sheppard, executor of W. Sheppard, deceased, sold 12 shares to A. Carling, 16 shares to William Sheppard, esquire, Clifton, and 5 shares to J. Salmon.

Registered anew No. 11 in 1837.

No. 11, 31 MARCH 1837.

Constructional details as above, except rig shown as barque.

Owners: Joseph Francis Sheppard, esquire, Clevedon; John Salmon, merchant, Bristol; Adam Carling, master mariner, Bristol; and William Sheppard, esquire, Clifton; each 16 shares.

Master: Adam Carling.

Vessel lost 1839.

B.M., 20 Oct. 1838.—*Airthry Castle* (Carling), bound Bristol to Quebec, ashore 14th September on Anticosti Island and a total wreck. Crew saved.

WARRIOR. Built at Chepstow, 1828.

No. 12, 5 MARCH 1828.

478 $\frac{1}{2}$ tons; length 118' 9"; breadth (above) 29' 10"; depth 20' 6".

1 deck; 3 masts; ship rig; square stern; quarter galleries; man bust head.

Owners: William Bushell and William Singer Jacques, trading as W. Bushell and Co. (40 shares); William Cross (8 shares); Edward Bevan (8 shares); and James Lyon (8 shares); all merchants, Bristol.

Master: John Stone.

Registered anew No. 62 in 1829, on alteration in description.

No. 62, 19 AUG. 1829.

Constructional details as above, except now square rig and 2 decks. (Height 6' 1" given in place of depth measurement.)

Owners : as above.

Master : John Stone.

26 March 1832 ; J. Lyon sold 8 shares to W. S. Jacques.

8 March 1833 ; Peter Maze and William Orchard Gwyer, assignees of the estate and effects of E. Bevan, bankrupt, sold 8 shares to W. Cross.

21 March 1833 ; W. Cross sold 4 shares to William Done Bushell, merchant, Bristol.

Registered anew No. 6 in 1837.

No. 6, 15 FEB. 1837.

Constructional details as above.

Owners : W. Bushell (20 shares) ; W. Cross (12) ; W. D. Bushell (4) ; and W. S. Jacques (28) ; all merchants, Bristol.

Masters : John Stone. 7 June 1838 (London), George R. Douthwaite.

4 June 1838 ; the whole sold to George Rippon Douthwaite, London, and Alfred Rule, ship owners, London (32 shares each).

Registered anew at London in 1838.

L.R. (various).—Successive owners in London were Rule and Co., Sweeting, and W. C. Heron. Voyages variously given as Ceylon, Havana, Coquimbo and India. Cut down to barque rig 1845-7, and out of register 1861-4.

CITY OF BRISTOL. Built at Bristol, 1828.

No. 13, 7 MAR. 1828.

209½ tons ; length 143' 9" ; breadth (above) 23' 1" ; depth 15' 3".

Main, quarter and forecastle decks ; 2 masts ; schooner rig ; square stern ; quarter galleries ; scroll head ; a steam vessel.

Owners : Daniel Stanton (6 shares) ; George Lunell (4) ; John Gilmore (3) ; Thomas Camplin (5) ; Robert Smart (7) ; John Naish Smart (4) ; Thomas Clark (2) ; John Winwood (2) ; James George (2) ; Thomas Cole (2) ; Charles Ludlow Walker (2) ; William Henry Marshall (1) ; James Lyon (1) ; William Hurle (2) ; Edmund Henry Miller (1) ; Frederick Ricketts (2) ; Richard Ricketts (2) ; William Hurle, John Hurle, William Plummer, John Hall, Charles Morgan and Joseph Cooke, trading as Parsons, Hurles and Co. (5) ; Robert Bruce, Robert Bruce, jr. and William Bruce, trading as Robert Bruce and Sons (1) ; Joseph Metford, jr., and Thomas Lansdown, trading as Metford and Lansdown (2) ; Henry Ricketts, John Cave, Henry Glascodine and John Gunning, trading as Henry Ricketts and Co. (2) ; Henry Smith, Partridge Smith, and William Baker, trading as Smith, Son and Baker (2) ; William Morgan, James Brown and William Bligh, trading as Morgan, Bligh and Co. (2) ; Peter Maze, James Maze, and Peter Maze, jr., trading as Peter Maze and Sons (2) ; all merchants, Bristol.

Masters: George Bailey. 16 July 1830, William Bailey. 7 Jan. 1831, John Finlayson. 28 Jan. 1831, Richard Wright. 8 April 1831, John Finlayson. 7 Oct. 1831, George Bailey. 22 May 1832, John Hyde. 9 Oct. 1840, John Stacey.

[There are 35 minor share transactions in the years 1829-35 which are omitted for reasons of space. Between 6 and 25 Jan. 1836 a series of bills of sale transferred the ownership to the Bristol General Steam Navigation Company.]

Vessel lost in the Bristol Channel, 1840.

Science Museum.—Contains a contemporary model (Inv. No. 1934-226) said to represent the *City of Bristol*. The model, however, shows no fore-castle deck and has a $\frac{3}{4}$ -length female figurehead.

F.F.B.J., 5 May 1827.—On 2nd May ' was launched from the War Office Steam Packet Company's Yard at Hotwells, the new steam packet *City of Bristol*, of 400 tons burthen and 180 horse-power. This vessel has been built by the Bristol Steam Packet Co. and is intended for the station between this city and Dublin. . . . Mrs. Mayoress gave the name to the new packet. . . .

F.F.B.J., 24 May 1828.—'. . . Her workmanship does credit to the shipwrights of the War Office Packet Company and her engines to the foundry of Messrs. Winwood and Co.'

B.M., 21 Nov. 1840.—The *City of Bristol* left Waterford for Bristol on 17th November and on the 18th ran ashore in a violent storm near Worm's Head. Twenty-four lives were lost in the wreck, including that of Captain Stacey, and of the three survivors one died soon after landing.

F.F.B.J., 21 and 28 Nov. 1840.—Also contain full accounts of the loss of this vessel.

AUGUSTA. 24959. Built at Bristol, 1828.

No. 15, 19 MARCH 1828.

329 $\frac{1}{2}$ tons; length 107'; breadth (below) 26' 1"; height 6' 1 $\frac{1}{2}$ ".

2 decks; 3 masts; ship rig; square stern; quarter galleries; woman bust head.

Owners: Thomas Daniel, Bristol and John Daniel, London, merchants and co-partners trading as Thomas Daniel and Son.

Master: Thomas Balsdon.

30 July 1842; the whole sold to Frederick William Green, ship builder, Bristol, and by a further bill of sale, of the same date, to George Wellington Green, gentleman, Bristol.

Registered anew No. 5 in 1843.

No. 5, 7 MARCH 1843.

Constructional details as above.

Owner: George Wellington Green, gentleman, Bristol.

Master: George Wellington Green.

24 June 1843 ; G. W. Green sold the whole to Frederick William Green, ship builder, Bristol.

Registered anew No. 29 in 1843.

No. 29, 12 Oct. 1843.

Constructional details as above.

Owner : Frederick William Green, ship builder, Bristol.

Masters : Joseph Essex Harris. 15 April 1845, Thomas C. D. Peterson.

12 Oct. 1845, Edward Duncan. 23 Jan. 1851 (London), Richard

Parsons. 15 Sept. 1853 (London), Christopher John Breary.

Registered anew No. 104 in 1853.

No. 104, 18 Nov. 1853.

Constructional details as above, except now square rig.

Owner : as above.

Masters : Benjamin Horatio Nelson Green. 13 Feb. 1854, Christopher

John Breary. 23 Nov. 1854 (London), Thomas Rees.

Registered anew No. 31 in 1860.

No. 31, 27 AUG. 1860.

382.77 tons ; length 107.3' ; breadth 26' ; depth 18.8'.

1 deck ; 2 masts ; barque rig ; square stern ; no galleries ; woman bust figure head.

Owner : as above, but described as a merchant.

Vessel lost in March 1861. Registry closed 22 Oct. 1864.

Hilhouse Draughts, fol. 101, depicts this vessel.

L.R. (various).—Voyages—1839 Demerara ; 1841–3 Barbados ; 1845 Bombay ; 1847 Calcutta ; 1849 Madras ; 1851–2 Adelaide ; 1855 West Indies ; 1859–64 South America.

B.M., 9 July 1842.—The *Augusta* (Balsdon), left Bristol on March 23rd, arrived at Barbados and took in a large cargo of sugar, and has just arrived back in Bristol in 3 months and 12 days.

B.M., 20 July 1861.—The *Augusta* (Robinson), was lost on the 25th or 26th March in Lat. 18° 58'S., Long. 11° 47'E. She left Bristol in August, loaded coals at Cardiff and sailed on 19th September for Manila. She sailed from Table Bay on 31st January and on 10th February encountered heavy seas which caused leaks. As these got out of hand the ship was abandoned on 25th March and the crew were picked up by the *Diana* of Bremen and landed at Melbourne.

SPECULATOR. Built at Prince Edward Island, 1827.

No. 17, 22 MARCH 1828.

Previous registry, Prince Edward Island No. 39 in 1827.

270½ tons ; length 96' 1" ; breadth (above) 25' 5½" ; height 5' 5".

2 decks ; 3 masts ; barque rig ; square stern ; no galleries ; bust head.

Owner : Edward Bevan, Merchant, Bristol.

Master : William Henry Storr.

9 Feb. 1828 ; James Hartland, merchant ; Richard Vincent, mercer ; and William Perkins, ship builder, all of Bristol, sold 48 shares ; and George Drew, ship builder, Prince Edward Island, and Joseph Cunard, merchant, Miramichi, N.B., sold 16 shares to E. Bevan.

22 March 1828 ; E. Bevan sold the whole to Hugh Duncan Baillie, James Evan Baillie and George Henry Ames, merchants and co-partners, Bristol.

Registered anew No. 21 in 1828, on change of property.

No. 21, 29 MARCH 1828.

Constructional details as above.

Owners : Evan Baillie, Sons and Co., Bristol.

Masters : William John Cother. 3 Jan. 1833, Richard Radford.

18 Oct. 1836 ; the whole sold to John Irving, merchant, Bristol.

Registered anew No. 1 in 1837, on change of property.

No. 1, 3 JAN. 1837.

Constructional details as above.

Owner : John Irving, merchant, Bristol.

Masters : John Brown. 16 May 1837 (London), Joshua Corneby.

2 May 1837 ; the whole sold to William Row, ship owner, Shaldon.

Registered anew at Exeter, 1837.

F.F.B.J., 1 Oct. 1836.—Sale notice. 'Has been in the West India trade, apply Evan Baillie and Co.'

F.F.B.J., 1 Jan. 1842.—For sale privately. 'Lately arrived from Sydney, C.B., where she underwent considerable repairs. Well adapted to the timber trade in which she has been lately employed. She now lies in the Gloucester and Berkeley Ship Canal. She can carry 360 loads of timber. . . .'

L.R. (various).—1839-41, owners Rowe and Co., London [*sic*] ; voyages New Brunswick. 1843-5, owners Warren and Co., Teignmouth ; voyages Merrimac and North America. 1847, owner Richards, Exeter ; voyage Quebec. Out of register 1847-9.

ST. GEORGE. Built at Chester, 1828.

No. 18, 25 MARCH 1828.

604½ tons ; length 130' 9" ; breadth (above) 31' 11" ; height 6' 3".

2 decks ; 3 masts ; ship rig ; square stern ; quarter galleries ; man figure head.

Owners : William Acraman, Daniel Wade Acraman and William Edward Acraman, merchants and co-partners, Bristol

Master : William Swainson.

Registered anew No. 40 in 1830.

No. 40, 30 JUNE 1830.

Constructional details as above.

Owners : as above.

Masters : Richard Wills. 1 June 1832, Henry Dennis Sage. 18 June 1832, Henry Sinclair Thompson. 8 June 1837, Edward Williams.

Registered anew at London in 1842.

B.M., 31 May 1828.—Contains much regarding the India trade and, in particular, the contribution thereto of the house of Acraman and its ships, *St. George* and *Arabian*.

Sea Breezes (New Series), III, p. 380 (June, 1947).—An account of the maiden voyage of the *St. George*. She left Liverpool 20 May 1828, arrived at Madras 9 Sept. 1828; left Calcutta 13 Dec. 1828, and arrived at Liverpool 7 April 1829 (Swainson).

F.F.B.J., 10 July 1841.—A pair of beautiful zebus, the smallest variety of the Indian ox, have been brought into this country by Captain Williams of the *St. George*, and presented to the Zoological Society.

F.F.B.J., 14 May 1842.—*St. George* (E. Williams), left Calcutta 27 Jan., arrived at the Cape 9 March, sailed from the Cape 14 March, passed St. Helena 26 March, and arrived Bristol 13 May.

L.R., 1842–52.—Owner G. Marshall, London, voyages Sydney. Cut down to barque 1852. Out of register 1852–54.

LORD WILLIAM BENTINCK. Built at Bristol, 1828.

No. 28, 26 APRIL 1828.

564½ tons; length 123' 9"; breadth (below), 31' 10"; height 6' 9".

2 decks; 3 masts; ship rig; square stern; double galleries; bust head.

Owners : George Hilhouse and Charles Hill, merchants and co-partners trading as G. Hilhouse and Co.

Masters : Thomas Craigie. 12 May 1828 (London), John Craigie. 16 Feb. 1830 (London), Henry Hutchinson.

2 Feb. 1830; the whole sold to Henry Hutchinson, master mariner, Tonbridge, Kent.

Registered anew at London. [*n.d.* but presumably 1830.]

Hilhouse Draughts, fol. 79, depicts this vessel.

J. W. Damer Powell (MS. notes).—The *Lord William Bentinck* was chartered for a voyage to China in 1828, setting out on 21st May in that year. After discharging her cargo of tea she ran ashore at Halifax, Nova Scotia, on 8 May 1829. She was refloated on 14th May, with the help of H.M. Ships *Tyne* and *Hussar*, and docked at Connard's Wharf, Halifax, on the same day. She does not appear to have been chartered again by the Hon. East India Company.

B.M., 6 June 1829.—*Lord William Bentinck* (Craigie), of Bristol, China to Halifax, ashore Devil's Island, near Halifax, not expected to be got off.

L.R., 1839.—Owner Mangles, London; voyage China. Out of register 1839–41.

ELIZABETH MARY. Built at Brockware [*sic*], 1828.

No. 29, 29 APRIL 1828.

213½ tons; length 84' 10"; breadth (above) 24'; depth 16' 2".

1 deck; 2 masts; brigantine rig; square stern; no galleries; woman bust head.

Owners: James Cunningham, merchant, 22 shares; Thomas Rankin, merchant, 21 shares; and James Swain, sailmaker, 21 shares; all of Bristol.

Masters: James Swain. 22 Nov. 1828, George Hepburn. 17 Aug. 1829, Thomas Johnson. 4 Feb. 1834 (Jamaica), John Speed. 27 April 1835 (Greenock), Michael Fawckner.

14 Aug. 1829; T. Rankin sold 11 shares to James Swain, sailmaker, Bristol, and 10 shares to J. Cunningham.

24 Jan. 1835; J. Cunningham, esquire, Clifton, sold 16 shares to George Andrew Usher, merchant, Belize, Honduras, and 16 shares to Edward Hill West, broker, Bristol.

24 Jan. 1835; J. Swain, ship owner, sold 16 shares to Michael Fawckner, master mariner, Bristol.

23 Nov. 1836; Sarah Swain, Sea Mills, widow and executrix of J. Swain, sold 16 shares to E. H. West, merchant, Westbury-on-Trim.

2 May 1837; E. H. West, sold 5 shares to M. Fawckner and 5 to G. A. Usher.

Registered anew No. 16 in 1837.

No. 16, 5 MAY 1837.

Constructional details as above, except now brig rig.

Owners: Edward Hill West, merchant, Bristol, 22 shares; Michael Fawckner, master mariner, Bristol, 21 shares; and George Andrew Usher, merchant, Belize, Honduras, 21 shares.

Master: Michael Fawckner.

Vessel lost at Honduras, 1838.

HOPE. Built at Prince Edward Island, 1827.

No. 32, 14 JUNE 1828.

261½ tons; length 89' 9"; breadth (below) 25' 8"; depth 17' 4".

1 deck and a raised quarter-deck; 3 masts; barque rig; square stern; no galleries; billet head.

Owner: John Cambridge, merchant, Bristol.

Master: John Wright.

19 Feb. 1829; the whole sold to Edward Bevan, merchant, Bristol.

Registered anew No. 14 in 1829, on change of property.

NO. 14, 25 FEB. 1829.

Constructional details as above.

Owner : Edward Bevan, merchant, Bristol.

Master : James Adams.

21 Nov. 1829 ; the whole sold to John Cambridge, merchant, Bristol.

Registered anew No. 76 in 1829, on change of property.

No. 76, 23 Nov. 1829.

Constructional details as above.

Owner : John Cambridge, merchant, Bristol.

Masters : James Adams. 28 Feb. 1831 (London), John Gurley. 16 Aug.

1831, John Roals. 4 Dec. 1833 (London), John Black. 6 July 1837 (Douglas), John Welsh.

29 Aug. 1834 ; Artemus Cambridge, Liverpool, executor of the late John Cambridge, Bristol, deceased, mortgaged 32 shares to William Jeffery Lockett, wine and spirit merchant, Liverpool.

Registered anew at Liverpool, 1837.

L.R., 1841-3.—Owner J. Aitken, Liverpool ; voyages Granville and Trinidad. Out of register 1843-5.

MIRANDA. Built at Bristol, 1828.

No. 36, 3 JULY 1828.

300 $\frac{1}{4}$ tons ; length 98' 10" ; breadth (above) 29' $\frac{1}{2}$ " ; depth 18' 9".

Main and quarter-decks ; 3 masts ; barque rig ; square stern ; quarter galleries ; bust head.

Owners : James Drew, jr., Clifton, and Richard Drew, London, merchants, 32 shares each.

Masters : John Gibson. 28 Jan. 1829 (London), James Dalgarno.

Registered anew at London, 3 June 1830.

L.R. (various).—London owners were, in turn, Bosanquet ; Manning and Co., and Carter and Co., all West India merchants. Last in the register 1851. Ship rig c. 1839-43.

JANE. Built at Bristol, 1828.

No. 46, 25 AUG. 1828.

181 $\frac{1}{4}$ tons ; length 84' 3" ; breadth (below) 21' 11" ; depth 14' 7".

1 deck and a raised quarter-deck ; 2 masts ; brig rig ; square stern ; false galleries ; bust head.

Owners : George Hilhouse and Charles Hill, merchants and co-partners trading as G. Hilhouse and Co.

Master : Michael Brace.

3 Jan. 1829 ; the whole sold to John Irving, merchant, Bristol.
Registered anew No. 23 in 1829, on change of property.

No. 23, 18 MARCH 1829.

Constructional details as above, except now square rig ; 1 deck and a half-deck ; woman bust head.

Owner : John Irving, merchant, Bristol.

Masters : John Marr. 12 Sept. 1829 (London), Samuel Crews Partridge.

10 Feb. 1830 ; the whole sold to John Broadrick, gentleman, Bristol.

Registered anew No. 17 in 1830, on change of property.

No. 17, 5 MARCH 1830.

Constructional details as above, except now brig rig.

Owner : John Broadrick, gentleman, Bristol.

Master : James McNulty.

Lost on the coast of Brazil, February 1832.

Hilhouse Draughts, fol. 60 depicts this vessel.

B.M., 25 Feb. 1832.—*Jane* (McNulty), Monte Video to Havannah, a total wreck on 9th December, 15 leagues north-east of Bahia. The master, mate and second mate were murdered by the crew before the wreck.

SARAH. Built at Chepstow, 1828.

No. 48, 4 SEPT. 1828.

247½ tons ; length 90' 9" ; breadth (above) 24' 9" ; depth 10' 11".

1 deck and a high quarter-deck ; 3 masts ; ship rig ; square stern ; quarter galleries ; woman bust head.

Owner : Edward Drew, master mariner, Bristol.

Master : Edward Drew.

Registered anew at London, 22 Oct. 1828.

L.R. (various).—Later cut down to barque rig. Remained a West-Indiaman throughout her life. Out of register 1849–51.

LEANDER. Built at Chepstow, 1828.

No. 50, 3 OCT. 1828.

155½ tons ; length 76' 2" ; breadth (above) 21' 11" ; depth 14' 4".

1 deck ; 2 masts ; snow rig ; square stern ; no galleries ; man bust head.

Owners : Edward Bevan, merchant, Bristol, 60 shares ; and William

Lambert, ship builder, Chepstow, 4 shares.

Masters : John Tope. 25 Nov. 1828, E. Robson.

4 Oct. 1828 ; W. Lambert sold 4 shares to E. Bevan.

Registered anew No. 49 in 1829.

No. 49, 20 JUNE 1829.

Constructional details as above.

Owner : Edward Bevan, merchant, Bristol.

Masters : Edward Robson. 1 Dec. 1829, Francis Farr. 1 Sept. 1830, Lawrence Harvey. 3 Jan. 1834 (London), Peter Stark. 19 Sept. 1834, Thomas Church. 2 Oct. 1834, John Jones. 22 Aug. 1835 (Liverpool), John Rooks Williams. 23 Dec. 1836 (Liverpool), Jeremiah Olive Hayward.

12 Dec. 1829 ; E. Bevan sold 16 shares to Henry George Fowler, merchant, Bristol.

26 Nov. 1833 ; Peter Maze, jr., and William Orchard Gwyer, merchants, Bristol, assignees of the estate and effects of E. Bevan, bankrupt, sold 48 shares to James Lorymer, corn factor, Bristol.

21 Dec. 1836 ; George Gane, coal merchant, Bristol, sole assignee of the estate and effects of James Lorymer, bankrupt, sold 48 shares, and H. G. Fowler sold 16 shares, in the following proportions, viz. 32 shares to Robert Rogers Sanders and Thomas Snow, merchants and co-partners, Exeter ; 16 shares to Samuel Cockings, merchant, Torquay ; 16 shares to William Whiteway, merchant, Torquay.

Registered anew at Exeter, 1837.

L.R., 1839-47.—Owners Cocking and Co., Torquay ; voyages Constantinople, Mediterranean, Newfoundland, North America.

L.R., 1849.—Owners Slade and Co., Dartmouth. Marked 'lost' in this issue of the register.

LADY FITZHERBERT. 7017. Built at Bristol, 1828.

No. 52, 31 OCT. 1828.

386½ tons ; length 107' 5" ; breadth (below) 28' 5½" ; depth 19' 5".

1 deck and a raised quarter-deck ; 3 masts ; ship rig ; square stern ; quarter galleries ; bust head.

Owner : William Scott, merchant, Bristol.

Master : James Ferrier.

6 Dec. 1828 ; W. Scott sold 4 shares to John Macdonald, merchant, London ; 16 shares to Sir Henry Fitzherbert, Bt., Tissington Hall, Derbyshire ; and 12 shares to George Faith, ship owner, London.

17 Aug. 1829 ; W. Scott sold 4 shares to Charles Sutherland, gentleman, Blackheath.

9 Oct. 1829 ; W. Scott sold 4 shares to George Lindsay, merchant, London.

12 Oct. 1829 ; W. Scott sold 4 shares to John Masson, merchant, London.

20 Oct. 1829 ; W. Scott sold 20 shares to John Scott, sr., ship builder, Greenock.

Registered anew at London. [*n.d.*, but presumably 1829.]

No. 36, 30 JUNE 1852.

Previous registry, Plymouth No. 14 in 1847.

386½ tons ; length 107' ; breadth (below) 28' 5½" ; height 5' 10".

1 deck and a half-deck ; 3 masts ; barque rig ; square stern ; no galleries ; woman bust head.

Owners : William Lionel Freestone, ship broker, 48 shares ; and George Whitwill, ship owner, 16 shares ; both of Bristol.

Masters : John William Cumming. 7 April 1854 (London), Wingfield Henry Stephen McMillan.

2 June 1852 ; Thomas Restarick, ship owner, Devonport, sold the whole to W. L. Freestone.

29 June 1852 ; W. L. Freestone sold 16 shares to G. Whitwill.

5 Dec. 1852 ; W. L. Freestone sold 16 shares to John Goolden Perrin and 16 to Samuel William Tuckey, merchants, Bristol.

3 Jan. 1853 ; W. L. Freestone sold 16 shares to J. G. Perrin.

3 Jan. 1853 ; S. W. Tuckey sold 16 shares to J. G. Perrin.

4 Aug. 1854 ; J. G. Perrin sold 32 shares to William Goodwin, gentleman, Peckham, Surrey.

(1A/44)

Vessel lost in the Gulf of Finland. Registry closed 30 Jan. 1857.

B.M., 16 July 1853.—The Australian fleet . . . 'The *Lady Fitzherbert*, after landing her passengers at Melbourne, went trading in the South Sea islands.'

L.R. (various).—1839, owner Masson and Co., London ; voyage Jamaica. 1841–52, owner Restarick, Plymouth ; voyages (1841) North America, (1843) Sydney ; (1847) U.S.A. ; (1851–2) West Indies. In Whitwill's ownership, the 1854–6 voyages are shown as California. Vessel cut down to barque rig, c. 1843–5.

B.T., 8 Nov. 1856.—*Lady Fitzherbert*, bound from Cronstadt to Bristol, wrecked at Reval on 31 October.

LITTLE LIZ. Built at Cape Rozier, Gaspé, 1828.

No. 7, 27 JAN. 1829.

225½ tons ; length 82' ; breadth (above) 25' 3" ; depth 16' 10".

1 deck ; 2 masts ; brig rig ; square stern ; no galleries ; scroll head.

Owner : William Pickford, master mariner, Bristol.

Masters : William Pickford. 11 April 1829 (Plymouth), William Tonkin.

Register closed at Liverpool, 2 July 1831.

RANGER. Built at Frederickton, New Brunswick, 1827.

No. 9, 2 FEB. 1829.

Previous registry, St. John, New Brunswick, No. 116 in 1827.

309 $\frac{1}{4}$ tons ; length 96' 3" ; breadth (above) 27' 4" ; height 5' 9".

2 decks, the lower open amidships ; 3 masts ; barque rig ; square stern ; no galleries ; billet head.

Owner : John Irving, merchant, Bristol.

Master : William Atkinson.

5 Dec. 1828 ; John Richard Parbelow, St. John, New Brunswick, sold the whole to J. Irving.

Registered anew No. 12 in 1831.

No. 12, 23 MARCH 1831.

Constructional details as above, except square rig and a bust head.

Owner : as above.

Masters : William Atkinson. 17 Feb. 1832 (London), Thomas Thompson.

27 March 1833 (London), Anthony Landers Herbert.

Vessel lost, registry closed at Sydney, Cape Breton, 15 May 1833.

PROTECTOR. Built at Lincoln, New Brunswick, 1827.

No. 11, 7 FEB. 1829.

Previous registry, St. John, New Brunswick, No. 117 in 1827.

380 $\frac{3}{4}$ tons ; length 109' 1" ; breadth (above) 28' 3 $\frac{1}{2}$ " ; height 6' 4 $\frac{1}{2}$ ".

2 decks and a forecastle deck ; 3 masts ; barque rig ; square stern ; no galleries ; bust head.

Owners : Edward Bevan (21 shares) ; William Cross (22) ; and Francis Holladay (21) ; all merchants, Bristol.

Master : George Thomas.

3 Nov. 1828 ; John Richard Portelow, merchant, St. John, New Brunswick, sold the whole in proportions as above.

Registered anew No. 61 in 1829, on alteration in description.

No. 61, 18 AUG. 1829.

Constructional details as above, except now square rig ; sham quarter galleries ; woman bust head.

Owners : as above.

Masters : George Thomas. 29 April 1831, Edward Lewis Mathias. 31 May 1833 (London), Charles Harris Lewis.

8 Nov. 1832 ; Peter Maze, jr., and William Orchard Gwyer, merchants, Bristol, assignees of the estate and effects of Edward Bevan, bankrupt, sold 21 shares to Charles Cooksey Yates, esquire, Bristol.

11 May 1833 ; C. C. Yates sold 21 shares to F. Holladay.

21 May 1833 ; F. Holladay sold 10 shares to W. Cross.

Registry closed at Londonderry, 15 April 1834.

BRITANNIA. Built at Bristol, 1829.

No. 16, 6 MARCH 1829.

411 $\frac{3}{4}$ tons; length 113' 5"; breadth (below) 28' 4"; height 7' 5".

2 decks and quarter and forecastle decks; 3 masts; ship rig; square stern; quarter galleries; half figure head.

Owners: Thomas Daniel, Bristol, and John Daniel, London, merchants and co-partners trading as Thomas Daniel and Sons.

Masters: John Willway Phillips. 13 May 1831, Mathew Davenhill.

19 Oct. 1836, William Simmons. 8 June 1847, Francis Vincent.

Vessel lost near Wexford, January 1849.

B.M., 28 Feb. 1829.—The ship *Britannia* was launched by Mr. Scott on Wednesday last. She is for Alderman Daniel and will be used in the Barbados trade. Her master will be Captain Philips, late of the *Venus*.

B.M., 1 Sept. 1838.—Captain Simmons, of the *Britannia*, was presented with a silver goblet by his passengers in appreciation of his seamanship during the hurricane on 20 June 1838.

F.F.B.J., 27 Jan. 1849.—The *Britannia* (Vincent), bound for Madeira and Barbados, on the night of 19th January struck on the Irish coast about 6 miles from Saltees and 10 miles from Wexford. She later filled and her cargo was lost. Crew saved.

MINERVA. 7772. Built at Bristol, 1829.

No. 19, 13 MARCH 1829.

380 $\frac{1}{4}$ tons; length 110'; breadth (below) 27' 8"; height 6' 8".

2 decks, the lower open amidships; 3 masts; ship rig; square stern; quarter galleries; bust head.

Owners: George Hilhouse and Charles Hill, merchants, Bristol.

Masters: John Drew. 29 Oct. 1829, Thomas Furlong.

26 Nov. 1829; Hilhouse and Hill sold 48 shares to Philip John Miles and Thomas Kington, merchants and co-partners trading as Miles and Kington, Bristol.

2 Nov. 1844; Hilhouse and Hill sold 16 shares to Henry Bush, merchant, Bristol.

1 June 1845; H. Bush sold 16 shares to Philip William Skinner Miles, merchant, Bristol.

Registered anew No. 60 in 1845.

No. 60, 16 OCT. 1845.

Constructional details as above.

Owners: Philip William Skinner Miles, John William Miles, William Miles and Thomas Kington, merchants and co-partners trading as Miles and Kington, 48 shares; Philip William Skinner Miles, 16 shares; all of Bristol.

Masters : John Freeman Sanders. 1 Oct. 1847, James Cooke. 27 Sept. 1852, Charles Deane Cooke. 22 Nov. 1852, Thomas Smith. 3 June 1853, James de la Tour Fox.

(1A/185)

28 Oct. 1857 ; the Mileses (Thomas Kington having died on 20 Feb. 1857), sold the whole to George Oldham Edwards, banker, Redland Court, Gloucestershire.

20 Nov. 1857 ; G. O. Edwards sold 8 shares to Richard Hitchens, jr., ship owner, Bristol.

12 April 1861 ; G. O. Edwards sold 56 shares to R. Hitchens, jr.

12 May 1862 ; R. Hitchens mortgaged the whole to James Ford and Thomas Canning, merchants, Bristol.

2 May 1863 ; Messrs. Ford and Canning sold the whole to William Geves, ship owner, Liverpool.

Registered anew at Liverpool, 2 May 1863.

Hilhouse Draughts, fol. 75 depicts this vessel.

L.R. (various).—The *Minerva* was a West-Indiaman throughout her career. [As she drops from the register in 1864 it may be assumed she was cut down to a hulk for harbour service.]

GEORGE CANNING. Built at New Bristol, Prince Edward Island, 1827.

No. 24, 27 MARCH 1829.

Previous registry, Prince Edward Island No. 12 in 1827.

561½ tons ; length 121' 9" ; breadth (above) 32' 1" ; depth 21' 2".

1 deck ; 3 masts ; square rig ; square stern ; quarter galleries ; man bust head.

Owner : Edward Bevan, merchant, Bristol.

Master : John Stephenson.

23 March 1829 ; Thomas Lewis, merchant ; George Smith, jr., copper merchant ; Francis Fisher, jr., merchant ; and Thomas Wintle, linen merchant ; all of Bristol, assignees of the estate and effects of Lemuel Cambridge and Artemus Cambridge, merchants, of Bristol and Prince Edward Island, bankrupts, sold the whole to Edward Bevan.

26 March 1832 ; Peter Maze, jr. and William Orchard Gwyer, merchants, Bristol, assignees of the estates and effects of Edward Bevan and Michael Yates, merchants, Bristol, bankrupts, sold the whole to Artemus Cambridge and Robert Gray, merchants and co-partners, Liverpool.

Registry closed at Liverpool, 23 May 1832.

B.M., 31 Jan. 1829.—Sale notice. Ship *George Canning*, launched in June 1827, now lying in the Surrey Dock, London. Lemuel and Artemus Cambridge.

B.M., 11 Sept. 1830.—*George Canning*, bound from Liverpool for Quebec, spoken on 25th August in Lat. 46.46° , Long. 31° , totally dismasted and making for the nearest port.

HIBERNIA. Built at Murray Harbour, Prince Edward Island, 1828.

No. 28, 6 APRIL 1829.

456 $\frac{3}{4}$ tons ; length 117' 1" ; breadth (below) 30' 5 $\frac{1}{4}$ " ; height 7' $\frac{1}{2}$ ".

2 decks, with poop and forecastle decks ; 3 masts ; ship rig ; square stern ; quarter galleries ; scroll head.

Owner : John Cambridge, merchant, Bristol.

Masters : John Kemp. 24 Nov. 1832 (Liverpool), William Brend.

21 May 1831 ; J. Cambridge mortgaged the whole to Edward Bevan and Michael Yates, merchants and co-partners trading as E. Bevan and Co., Bristol.

8 Nov. 1832 ; Artemus Cambridge, Liverpool, and Lemuel Cambridge, Bristol, ship owners, executors of the last will and testament of J. Cambridge, deceased ; William Orchard Gwyer and Peter Maze, jr., merchants, Bristol, assignees of the estate and effects of E. Bevan and M. Yates, merchants, Bristol, bankrupts ; sold the whole to Edward Walkinshaw, merchant, Liverpool.

Register cancelled at Liverpool, 4 Dec. 1832.

RHODA. Built at Yarmouth, Nova Scotia, 1828.

No. 32, 18 APRIL 1829.

Previous registry, St. John, New Brunswick, No. 79 in 1828.

220 $\frac{1}{2}$ tons ; length 91' 1" ; breadth (below) 23' 5" ; depth 15' 5".

1 deck ; 2 masts ; brig rig ; square stern ; no galleries ; no head.

Owners : Thomas Skyrme Protheroe and William Brown, merchants and co-partners trading as Protheroe and Brown, 43 shares ; and Mark Whitwill, master mariner, 21 shares ; all of Bristol.

Masters : Thomas Whitwill. 2 Jan. 1830, Thomas Jones. 13 June 1832, Tudor James.

11 April 1829 ; George Brown, merchant, Yarmouth, Nova Scotia, sold 11 shares to Protheroe and Brown, and 21 shares to M. Whitwill. Anthony Landers, master mariner, St. John, New Brunswick, sold 32 shares to Protheroe and Brown.

31 March 1832 ; M. Whitwill sold 21 shares to George Taylor, spirits merchant, Bristol.

4 April 1832 ; G. Taylor sold 21 shares to Henry Taylor and John Middleton Halsall, ship brokers and co-partners trading as Taylor and Halsall, Bristol.

11 Nov. 1833 ; Henry Chidgey Quinton, timber merchant, Bristol, assignee of the estate and effects of H Taylor, bankrupt, sold 10 shares to J. M. Halsall, ship owner.

27 Jan. 1834 ; Protheroe and Brown sold 43 shares, and J. M. Halsall sold 21 shares, to Robert Brooks, merchant, London.

Registered anew at London, 7 Jan. 1834.

L.R., 1841.—Owner R. Brooks, London ; voyage Sydney. Out of register 1841-3.

SOUTHAMPTON. Built at Northam, 1829.

No. 33, 20 APRIL 1829.

217½ tons ; length 87' 9" ; breadth (above) 24' 1" ; height 5' 1½".

2 decks ; 2 masts and a trysail mast ; snow rig ; square stern ; no galleries ; woman bust head.

Owners : Robert Bright and George Gibbs, merchants and co-partners trading as Gibbs, Son and Bright, Bristol, 56 shares ; and William Fuss, merchant, Bristol, 8 shares.

Master : John Briggs.

13 April 1840 ; the whole sold to Thomas Chadwick, ship owner, London. Registered anew at London in 1840.

L.R. (various).—In Gibbs' ownership voyage is given as Lima. 1841, owner Chadwick, London ; voyage Cadiz. 1843-56, owners Hooper and Co., Plymouth ; voyages Mediterranean and also St. Johns. Out of register 1856-9.

EMERALD. 3945. Built at Bristol, 1829.

No. 34, 21 APRIL 1829.

150½ tons ; length 74' 5" ; breadth (above) 21' 4" ; depth 13' 8".

1 deck and a quarter-deck ; 2 masts ; brig rig ; square stern ; quarter badges ; a bust head.

Owner : Abraham Alexander, merchant, Bristol.

Master : Frederick Chapple.

Registered anew No. 26 in 1831, on change of property.

[Details of the transaction are omitted in the original.]

No. 26, 16 AUG. 1831.

Constructional details as above.

Owner : Henry Sinclair, timber merchant, Bristol.

Masters : William Spuryer. 16 Sept. 1831, William Davies. 22 March 1834 (Liverpool), Edward Lovering. 2 Sept. 1837, George Dugdale.

Vessel broken up at Bristol. Registry closed 25 July 1856.

L.R. (various).—Gives place of build as Pill, and rig as snow. Voyages, (1839) Malta ; (1841-5) Mediterranean ; (1847-56), West Indies.

WEST INDIAN. Built at Bristol, 1829.

No. 36, 24 APRIL 1829.

327 $\frac{1}{2}$ tons ; length 106' 8" ; breadth (below) 26' ; height 6' 5".

2 decks, the lower open amidships, and a high quarter-deck ; 3 masts ; ship rig ; square stern ; quarter galleries ; bust head.

Owners : George Hilhouse and Charles Hill, merchants and co-partners trading as G. Hilhouse and Co.

Masters : Richard Lancaster. 28 Dec. 1829, William Gittens Wilson. 30 Aug. 1830, James Hay.

Registered anew at London, 13 Sept. 1830.

Hilhouse Draughts, fol. 101 depicts this vessel.*L.R.* (various).—Successive London owners were—1839-45, Boddington (voyages St. Vincent, Hobart Town, Jamaica, Cape of Good Hope) ; 1847, W. Kitching (voyage Calcutta) ; 1849-51 Purdie (voyages Sydney and Adelaide). Last in 1851 register.*LITTLE CATHERINE.* A Prize, condemned in the Vice Court of Admiralty at Barbados, 10 May 1809.

No. 38, 1 MAY 1829.

Previous registry, Dartmouth No. 24 in 1825.

180 $\frac{1}{2}$ tons ; length 83' ; breadth (above) 23' 10 $\frac{1}{2}$ " ; depth 14' 5".

1 deck and a quarter-deck ; 3 masts ; barque rig ; square stern ; no galleries ; no head.

Owners : Edward Hunt, Charles Hunt and Edward Henley, merchants and co-partners trading as C. and E. Hunt and Co., Bristol.

Masters : Thomas Wakeman. 13 May 1829 (Dartmouth), Robert Larica. 18 June 1830, James McLean. 20 Aug. 1831, Philip Willis.

16 April 1829 ; Arthur Hunt, merchant, administrator of the estate and effects of John Henry Hunt, merchant, Dartmouth, deceased, sold the whole to C. and E. Hunt and Co.

23 Sept. 1833 ; the whole sold to John Croft, merchant, Liverpool.

Registered anew at Liverpool, 26 May 1834.

M.R., 1816.—Built at Bermuda in 1801. Brig rig. Armed with six 12-pdrs and ten 6-pdr carronades. Owners Bluet and Co. ; master Jeffrey ; voyage 'packet.' [Falmouth Post Office packet.]*L.R.*, 1841-5.—Owners Manning and Co., London ; voyage China. Out of register 1845-7.*NAVARINO.* Built at Hopewell, New Brunswick, 1828.

No. 39, 1 MAY 1829.

Previous registry, St. John, New Brunswick, No. 63 in 1828.

332 $\frac{1}{2}$ tons ; length 103' 6" ; breadth (below) 26' 8 $\frac{3}{4}$ " ; depth 18' 3".

1 deck ; 3 masts ; barque rig ; square stern ; no galleries ; a bust head.

Owners : William Orchard Gwyer (21 shares) ; Francis Kentucky Barnes (21) ; and James Swain (22) ; all merchants, Bristol.

Masters : George Harris. 26 April 1831 (London), Henry Howell. 13 Dec. 1832, Richard Clark. 20 June 1833, Henry Howell. 11 Oct. 1834 (London), William Bathie.

15 April 1829 ; James Whitney, merchant, St. John, N.B., sold the whole in the proportions shown above.

4 April 1836 ; W. O. Gwyer sold 21 shares, and F. K. Barnes sold 5, to Richard Greenwell, merchant, Bishopswearmouth. J. Swain sold 6 shares to Bailey Sacker, merchant, and 16 to William Adamson, ship builder, both of Bishopswearmouth. F. K. Barnes sold 15 shares to Alexander Adamson, ship builder, Bishopswearmouth.

Registry transferred to Sunderland, 19 April 1836.

CITY OF WATERFORD. Built at Bristol, 1829.

No. 40, 6 MAY 1829.

271 $\frac{1}{2}$ tons ; length 147' 10" ; breadth (above) 25' 2" ; height 6' 9".

1 deck, a quarter-deck, cabin deck and fore deck ; 2 masts ; schooner rig ; square stern ; quarter galleries ; a half figure head ; propelled by steam.

Owners : The following Bristol merchants, with their shares.—Daniel Stanton (5) ; George Lunell (4) ; John Gilmore (3) ; William Henry Marshall (2) ; Robert Smart (2) ; John Naish Smart (2) ; Thomas Camplin (3) ; Charles Ludlow Walker (3) ; Joseph Metford, jr. (3) ; Thomas Clark (2) ; William Terrell (1) ; William Hurle, John Hurle, William Plummer, Charles Morgan, John Hall and Joseph Cook, trading as Parsons, Hurles and Co. (8) ; James George (2) ; John Winwood (3) ; Peter Maze, James Maze and Peter Maze, jr., trading as P. Maze and Sons (2) ; John Betts and Aurelius John Drews, trading as Betts and Drews (2) ; Henry Ricketts, John Cave, Henry Glascodine and John Gunning, trading as Henry Ricketts and Co. (2).

The following Waterford merchants.—William Morris (1) ; Joseph Dunne Lapham (1) ; Thomas Hancock Strangman (1) ; Thomas Murray (1) ; Thomas Greer, jr. (1) ; Thomas Waring (1) ; William George Sheppard (1) ; James Morton and Joseph Gubb, trading as Morton and Gubb (1) ; Henry Ridgway (1) ; John Bogan (1) ; Arthur Chichester (1) ; Alexander Anderson (1). Also the following Waterford spinsters.—Eleanor Bolton (1) ; Sarah Strangman (1) ; and Eleanor Anderson (1).

[Total 49 shares owned in Bristol, and 15 in Waterford.]

Master : William Bailey.

[Between 1830 and 1833 nineteen minor share transactions took place.

These are not recorded here for reasons of space.]

Vessel lost on the coast of Portugal, 1833.

B.M., 28 Feb. 1829.—*City of Waterford*, steam packet, launched from the War Office Steam Packet Company's Yard on 24th February. Owners Bristol and Waterford Steam Navigation Co.

B.A.G.—A broadsheet (Inv. No. MG 2929A), gives a quaintly worded account of the loss of this vessel on 22 Sept. 1833 near Peniche, Portugal. She went ashore in a fog and became a total wreck. No lives were lost.

ELIZA. Built at Bristol, 1829.

No. 41, 11 MAY 1829.

291 $\frac{1}{4}$ tons ; length 97' 1" ; breadth (above) 25' 11" ; depth 18' 2".

1 deck, with quarter and forecastle decks ; 3 masts ; ship rig ; square stern ; quarter galleries ; bust head.

Owner : John Green, ship builder, Bristol.

Masters : William Escott. 17 Feb. 1830, Joseph Harris. 13 May 1835 (London) ; Joseph Essex Harris.

7 April 1837 ; Thomas Green, surgeon, and Benjamin Horatio Green, ship builder, both of Bristol, administrators of the will of John Green, deceased, sold the whole to Frederick William Green, ship builder, Bristol.

Registered anew No. 3 in 1838, on change of property.

No. 3, 9 JAN. 1838.

Constructional details as above, except now no galleries and a woman bust figure head.

Owner : Frederick William Green, ship builder, Bristol.

Masters : Joseph Essex Harris. 13 Nov. 1839, Joseph Bailey.

13 Oct. 1840 ; the whole sold to Charles Edward Bernard and Walter Craufuird Bernard, merchants and co-partners, Bristol.

Registered anew No. 47 in 1840, on change of property.

No. 47, 24 Nov. 1840.

Constructional details as above.

Owners : C. E. and W. C. Bernard, merchants, Bristol.

Masters : James Hamond. 8 Feb. 1842, James Hill. 14 Nov. 1843, Samuel Smith.

1 Sept. 1842 ; the Bernards sold 16 shares to Edward Drew, ship owner, Bristol.

24 Oct. 1843 ; the Bernards sold 16 shares to Thomas Daniel, Bristol, and John Daniel, London, trading as Thomas Daniel and Sons.

31 April 1844 ; the Bernards sold 32 shares to C. E. Bernard.

Registered anew No. 3 in 1845.

No. 3, 16 JAN. 1845.

Constructional details as above.

Owners : C. E. Bernard, 32 shares ; E. Drew, 16 shares ; and Thomas Daniel and Sons, 16 shares.

Masters : Samuel Smith. 18 Jan. 1847, Thomas Roberts.

11 Oct. 1845 ; E. Drew sold 16 shares to William Drew, ship owner, Hamilton Terrace, Middlesex.

27 Nov. 1848 ; W. Drew sold 16 shares to E. Drew.

2 Oct. 1848 ; C. E. Bernard sold 32 shares to F. W. Green.

18 Dec. 1848 ; E. Drew sold 16 shares to F. W. Green.

Registered anew No. 7 in 1849.

No. 7, 14 FEB. 1849.

Constructional details as above.

Owners : F. W. Green, 48 shares ; T. Daniel and Sons, 16 shares.

Masters : Thomas Barry Allen. 3 Dec. 1851 (Liverpool), Francis Vincent.

21 Sept. 1852, Isaac Reynolds. 17 Feb. 1855, George Poole.

14 Feb. 1849 ; T. Daniel and Sons sold 16 shares to F. W. Green.

(1A/120)

Vessel condemned at Sourabaya, 19 Sept. 1860.

B.M., 7 May 1859.—For sale, the ship *Eliza* . . . built in Bristol by her present owner and well known in the West India trade. . . . Apply to F. W. Green, Dean's Marsh.

L.R. (various).—This vessel was not classified by Lloyds until she underwent a special survey in 1849. Altered to a barque in 1855. Voyage 1849–60 is variously shown as West Indies or Barbados.

MARGARET. Built at Chepstow, 1829.

No. 52, 7 JULY 1829.

364½ tons ; length 108' 9" ; breadth (below) 27' 3½" ; depth 19' 11½".

1 deck and a poop deck ; 3 masts ; ship rig ; square stern ; quarter galleries ; woman head ; a top-gallant forecastle.

Owners : Edward Bevan and Thomas Lewis, merchants, Bristol, 32 shares each.

Master : John Biddle.

7 July 1829 ; the whole sold to Robert Harrison, merchant, London.

12 April 1830 ; the whole sold to Thomas Lewis, anchor smith, Bristol.

Registered anew No. 36 in 1830, on change of property.

No. 36, 31 MAY 1830.

Constructional details as above.

Owner : Thomas Lewis, anchor smith, Bristol.

Masters : John Biddle. 27 Nov. 1832 (London), William Johns.

Registered anew at London, No. 191 in 1834, 1 July 1834.

F.F.B.J., 16 Jan. 1841.—*Margaret* (Gibb), from Bristol, arrived at Falmouth with loss of boats and bulwarks, cargo shifted, etc., out 5 days. Bound to Gibraltar, Benecarlo and Sydney.

L.R. (various).—In spite of the registry having been transferred to London in 1834, 'Lewis, Bristol' is shown as the owner in issues of 1839 to 1845. Voyages are shown variously as Sydney, Hobart Town and Calcutta. Out of register 1845-7.

London Custom House Records.—'Said to have been broken up in the East Indies and the register delivered up by Captain Cook to the collector at Calcutta,' [n.d.] [Note.—W. Cook is shown as master in the 1845 issue of *L.R.*]

GALATEA. Built at Chepstow, 1829.

No. 69, 15 OCT. 1829.

223½ tons; length 88' 2¾"; breadth (above) 23' 7"; depth 15' 1½".

1 deck; 3 masts; barque rig; square stern; sham quarter galleries; woman bust head.

Owners: Edward Bevan and Thomas Lewis, merchants, Bristol, 32 shares each.

Masters: William Perkins. 26 Dec. 1829, Edward Robson.

15 Dec. 1829; T. Lewis sold 32 shares to E. Bevan.

1 July 1830; E. Bevan sold 16 shares to John Payton, master mariner, Bristol.

Registered anew No. 42 in 1830.

No. 42, 2 AUG. 1830.

Constructional details as above, except now 2 masts; brig rig.

Owners: E. Bevan, 48 shares; J. Payton, 16 shares.

Master: John Payton.

6 Jan. 1831; E. Bevan sold 16 shares to Henry George Fowler, merchant, Bristol.

5 Dec. 1832; William Orchard Gwyer and Peter Maze, jr., merchants, assignees of the estate and effects of E. Bevan, bankrupt, sold 32 shares to William Tayt, master mariner, Stepney.

5 Dec. 1832; H. G. Fowler sold 16 shares to W. Tayt.

22 Dec. 1832; J. Payton sold 16 shares to W. Tayt.

Registered anew at London, January 1833.

L.R. (various).—1839-45, W. Tayt and Co., London, owners, and voyages—Cape of Good Hope. Out of register 1845-7.

EMERALD. 26585. Built at Bristol, 1829.

No. 77, 24 Nov. 1829.

311½ tons; length 101' 3"; breadth (above) 26' 2"; depth 18' 9".

1 deck and a raised quarter-deck; 3 masts; ship rig; square stern; quarter galleries; bust head.

Owner: Edward Bevan, merchant, Bristol.

Master: Edward Robson.

18 Aug. 1830; the whole sold to John Jarratt Schaw, merchant, Bristol.

25 Aug. 1830; the whole sold to Thomas Lewis, merchant, Bristol.

5 Oct. 1830; T. Lewis sold 32 shares to E. Bevan.

13 Oct. 1830; T. Lewis sold 32 shares to James Lyon and Henry Bush, merchants and co-partners, Bristol.

13 Oct. 1830; E. Bevan sold 32 shares to Lyon and Bush.

Registered anew No. 52 in 1830, on change of property.

No. 52, 15 OCT. 1830.

Constructional details as above.

Owners: James Lyon and Henry Bush, merchants and co-partners trading as Lyon and Bush, Bristol.

Master: John Johnson.

21 Dec. 1831; Lyon and Bush sold 48 shares to Thomas Corey, merchant, Bristol; and 16 shares to Benjamin Ogden, corn factor, Bristol.

Registered anew No. 3 in 1832.

No. 3, 17 JAN. 1832.

Constructional details as above.

Owners: T. Corey, 48 shares; B. Ogden, 16 shares.

Master: John Johnson.

12 Oct. 1835; T. Corey sold 48 shares, and B. Ogden sold 16 shares, all to Joseph Liggins, merchant, London.

Registered anew at London, 13 Oct. 1835.

B.M., 31 July 1830.—Sale notice by Edward Bevan.

L.R. (various).—1839–61 (apart from a period 1845–50 when she does not appear in the register), owner J. Liggins, London; voyages West Indies. 1864–9 shown in register without owners. 1876–84 owner Robert Dryden, London.

M.N.L. (various).—1865–87 owner Robert Dryden, London. Broken up in 1888.

EDEN. Built at Bristol, 1829.

No. 82, 11 DEC. 1829.

419 $\frac{3}{4}$ tons; length 113' 9"; breadth (below) 28' 6 $\frac{3}{4}$ "; depth 20' 5".

1 deck and a raised quarter-deck; 3 masts; ship rig; square stern; quarter galleries; half figure head.

Owners: Charles Edward Bernard, jr., merchant, Bristol, 40 shares; Charles Payne, merchant, Bristol, 8; Thomas Daniel, Bristol and John Daniel, London, merchants and co-partners trading as Thomas Daniel

and Sons, 8 shares ; Henry Bush, George Bush and George Bush, jr., merchants and co-partners as Henry Bush and Co., 8 shares.
 Masters : Samuel Gardner. 29 Jan. 1831, Edward Joyner. [*n.d.*].
 James Hamond. 24 Dec. 1831, William Jones.
 18 March 1830 ; C. E. Bernard mortgaged 40 shares to Jeremiah Osborn and Richard Brickdale Ward, gentlemen, Bristol, in trust for Isaac Elton, Hugh Duncan Baillie, Levi Ames, James Evan Baillie, Daniel Cave, Thomas Tyndale, James Palmer and William Edwards, bankers and co-partners trading as Elton, Baillie, Ames and Co., Bristol.
 14 Jan. 1835 ; J. Osborn and the rest, sold 40 shares to C. E. Bernard.
 16 March 1837 ; C. E. Bernard, jr., sold 40 shares ; C. Payne, 8 ; T. Daniel and Sons, 8 ; and H. Bush and Co., 8, to George Willis, ship owner, Scarborough.
 Registered anew at Scarborough, 1837.
L.R. (various).—Willis, Scarborough, shown as owner 1839-47, and voyage Sydney. Out of register 1847-9.

E L Y. Built at Cardiff, 1829.

No. 6, 30 JAN. 1830.

157 $\frac{3}{4}$ tons ; length 72' 3" ; breadth (above) 22' 6 $\frac{3}{4}$ " ; depth 13' 2 $\frac{1}{2}$ ".

1 deck ; 2 masts ; brig rig ; square stern ; no galleries ; no head.

Owner : Thomas Lewis, merchant, Bristol.

Masters : William Davies. 21 Sept. 1831 (London), William Spuryer.

1 June 1830 ; the whole mortgaged to Robert Harrison, merchant, London.

4 July 1832 ; R. Harrison sold the whole to David Morrison, ship owner, Alloa.

Registered anew at London, July 1832.

LORD ELDON. Built at Chepstow, 1830.

No. 12, 17 FEB. 1830.

337 $\frac{3}{4}$ tons ; length 104' 11 $\frac{1}{2}$ " ; breadth (above) 27' ; depth 19' 4".

1 deck and a poop deck ; 3 masts ; ship rig ; square stern ; quarter galleries ; bust head.

Owners : John Irving, 54 shares ; and John Irving, jr., 10 shares, both merchants, Bristol.

Masters : Christopher Wrangles. 19 Nov. 1830, David Dawson. 9 July 1834 (London), Solomon Wilkinson.

2 July 1836 ; the whole sold to George Pocock Irving, merchant, Bristol.

Registered anew No. 42 in 1836, on change of property.

No. 42, 9 JULY 1836.

Constructional details as above, except now square rig.

Owner : George Pocock Irving, merchant, Bristol.

Master : George Pocock Irving.

Registered anew at London, 29 July 1836.

L.R. (various).—1839, owner J. Somes, London. 1841–5, owners Worsall and Co., London, voyages Australia. Out of register 1845–7.

AVON. Built at Bristol, 1830.

No. 14, 26 FEB. 1830.

272½ tons ; length 98' 4" ; breadth (below) 24' 9" ; height 5' 5".

2 decks and a high quarter-deck ; 3 masts ; ship rig ; square stern ; quarter galleries ; bust head.

Owners : George Hilhouse and Charles Hill, merchants and co-partners trading as G. Hilhouse and Co.

Master : Thomas Warren.

16 Oct. 1830 ; the whole sold to James Cunningham and Henry Robley, merchants and co-partners trading as Cunningham and Robley, Bristol.

Registered anew No. 54 in 1830, on change of property.

No. 54, 19 OCT. 1830.

Constructional details as above.

Owners : James Cunningham and Henry Robley, merchants and co-partners, Bristol.

Master : William Escott.

Vessel lost at Tobago, 23 June 1831.

Hilhouse Draughts, fol. 92 depicts this vessel.

B.M., 27 Aug. 1831.—*Avon* (Escott), lost at Tobago in a hurricane on 24th June. Crew saved.

PARAGON. 24922. Built at Bristol, 1830.

No. 23, 6 APRIL 1830.

330½ tons ; 2 decks and a raised quarter-deck ; 3 masts ; ship rig ; square stern ; quarter galleries ; bust head.

Owners : George Hilhouse and Charles Hill, merchants and co-partners trading as G. Hilhouse and Co., Bristol.

Masters : David Jones. 27 Dec. 1830, W. G. Wilson. 8 July 1831, John Douglas Wilson. 14 April 1832, Frank Cundy. 17 Jan. 1833, David Jones. 20 Jan. 1835, Edward Cooke.

22 Oct. 1840 ; G. Hilhouse and Co. [now described as ship builders], sold 28 shares to Charles Wait, sail maker, Bristol ; 28 to John Campion, ship owner, Whitby ; and 8 to Emanuel Wait, accountant, Bristol. Registered anew No. 46 in 1840.

No. 46, 10 Nov. 1840.

Constructional details as above, except now square rig and man bust head. Owners : as at 22 Oct. 1840 above.

Masters : Charles Wait. 17 Dec. 1840 (London), John Cumming. 14 July 1842, Frederick William Rank.

5 April 1842 ; C. Wait sold 28 shares to Charles Hardcastle Hewitt, coal merchant, Bristol.

25 May 1842 ; J. Campion sold 28 shares to C. Wait, ship owner.

Registered anew at Truro in 1846.

F.F.B.J., 27 March 1830.—To be launched to-day by Messrs. Hilhouse. *F.F.B.J.*, 3 April 1830.—For Jamaica (Richard James), apply Gibbs, Son and Bright.

L.R. (various).—In the ownership of Hilhouse, the voyage is shown as Jamaica ; in that of Wait and Co., it is Calcutta or Moulmein. 1847–52, owners Michell and Co., Truro ; voyage (1847) Quebec. 1854–65, owners Scrutton and Sons, London ; voyages West Indies. Out of register 1865–6. Altered from ship to barque 1841–3.

PRINCE GEORGE. Built at Bristol, 1830.

No. 28, 17 APRIL 1830.

482½ tons ; length 118' ; breadth (above) 30' 3" ; height 6' 9".

2 decks ; 3 masts ; ship rig ; square stern ; quarter galleries ; bust head.

Owner : John Green, ship builder, Bristol.

Masters : Thomas Allen Simkin. 31 May 1831, James Adams. 12 Nov. 1833 (London), Francis Shaw.

Registered anew at London, 12 Dec. 1833.

L.R. (various).—1839, owners Waddell and Co., London ; voyage South Australia. 1841, owners not named ; voyage 'transport'. 1843–5, owner J. Somes, London ; voyage not shown. 1847, owners Bell and Co., S. Shields ; voyage Mediterranean. Out of register 1847–9.

KILLARNEY. Built at Bristol, 1830.

No. 41, 17 JULY 1830.

272½ tons ; length 147' 4" ; breadth (above) 25' ; depth 16'.

2 decks ; 2 masts ; schooner rig ; square stern ; false galleries ; woman head ; a steam vessel.

Owners [here tabulated, with their shares] : all merchants, Bristol.

Daniel Stanton, 8	William Henry Marshall, 3
Robert Smart, 2	George Lunell, 3
John Evans Lunell, 1	Samuel Lunell, 1
John Gilmore, 3	John Naish Smart, 2
Thomas Camplin, 8	James Metford, jr., 4
Charles Ludlow Walker, 4	Thomas Clark, 3
William Hurle, 2	Frederick Ricketts, 2
John Betts, 1	Aurelius John Drew, 1
William Ody Hare, 2	William Morgan, 2
John Hurle, 2	James George, 2
William Hurle, John Hurle, William Plummer, John Hall, Charles Morgan and Joseph Cook, trading as Parsons, Hurles and Co., 6.	
Henry Ricketts, John Cave, Henry Glascodine and John Gunning, trading as Henry Ricketts and Co., 2.	

Masters : George Bailey. 7 Oct. 1831, William Bailey. 27 April 1832, George Bailey.

[Twenty minor share transactions are omitted here for reasons of space.]
Registered anew No. 20 in 1834, on alteration in dimensions.

No. 20, 22 MAY 1834.

264½ tons ; length 146' 2" ; otherwise as above.

Owners :

George Lunell, 4	John Gilmore, 3
William Henry Marshall, 3	John Hassell, 1
Executors of Daniel Stanton, 6	Robert Smart, 2
John Naish Smart, 2	Thomas Camplin, 8
Charles Ludlow Walker, 4	Thomas Clark, 3
Executor of William Hurle, 2	John Hurle, 2
Frederick Ricketts, 3	William Ody Hare, 2
William Morgan, 4	James George, 2
Robert Castle, 1	Robert Suple, 2
Thomas Cole, 1	John Evans Lunell, 1
Parsons, Hurles and Co., 6	Henry Ricketts and Co., 2

Masters : George Bailey. 6 Feb. 1835, John Hyde. 25 May 1835 (Waterford), William Bailey. 15 Sept. 1837, George Bailey.

[Details of nine minor share transactions are here omitted. By a series of bills of sale dated 6, 23 and 25 Jan. 1836, the whole of the shares were transferred to the Bristol General Steam Navigation Company.]

Vessel lost on the coast of Ireland in 1838.

B.M., 27 March 1830.—Launched from the War Office Steam Packet Company's yard, Hotwells. 130 horse-power.

[The *Killarney* was an Irish packet employed mainly to Dublin or Waterford. Numerous references appear in the local Press.]

B.M., 27 Jan. 1838.—Gives a long account of the wreck. She sailed from Cork on 19th Jan. and reached Poor Head, but found the weather thick owing to snow and put back to Cove. At 4.30 p.m. the same day she put out again, but at 2 a.m., in a heavy gale, she was thrown on her beam ends. The deck cargo of pigs was thrown overboard to lighten and right her, but further heavy seas found their way below and put out the boiler fires. By 3 p.m. on the 20th the engineers had dried out the stoke-hold and had raised steam again, but the pressure failed about three-quarters of an hour later and the ship was driven on to the Rennie rocks. The Captain and about thirty others managed to climb on to the rock, but by the 22nd, when by strenuous efforts the people on shore had rigged up an aerial ropeway, only thirteen were left to be rescued. The total lost could not be ascertained, but it was thought to be about 29 persons.

B.A.G.—Two lithographs of the wreck, published by John Unkles, Cork, are in the collection.

CALEDONIA. Built at Murray Harbour, Prince Edward Island, 1829.

No. 47, 25 SEPT. 1830.

399 $\frac{3}{4}$ tons ; length 109' 3" ; breadth (below) 29' 6" ; depth 20' 4 $\frac{1}{2}$ ".

1 deck ; 3 masts ; barque rig ; square stern ; no galleries ; no head.

Owner : John Cambridge, merchant, Bristol.

Masters : William Pilcher. 15 April 1834 (Liverpool), James Luscombe. 27 Sept. 1834 (Liverpool), William Pilcher.

15 July 1834 Lemuel Cambridge, Bristol, and Artemus Cambridge, Liverpool, surviving executors of John Cambridge, deceased, mortgaged the whole to John Lockett, wine and spirit merchant, Liverpool.

23 Jan. 1836 ; J. Lockett sold the whole to John Dorlin Grayson, shipwright, Liverpool.

Registered anew at Liverpool, 9 March 1836.

ADELAIDE. Built at Bristol, 1830.

No. 62, 20 DEC. 1830.

282 $\frac{3}{4}$ tons ; length 99' 6" ; breadth (below) 25' 1" ; height 5' 5 $\frac{1}{2}$ ".

2 decks and a raised quarter-deck ; 3 masts ; ship rig ; square stern ; quarter galleries ; bust head.

Owners : James Cunningham and Henry Robley, merchants and co-partners trading as Cunningham and Robley, Bristol.

Masters : Thomas Brooks. 25 Oct. 1836, William Dovell. 2 April 1844 (Tobago), Thomas Brooks.

29 Dec. 1830 ; Cunningham and Robley sold 16 shares to Thomas Brooks, merchant, Bristol.

19 May 1845 ; Cunningham and Robley sold 48 shares to J. Cunningham.

Registered anew No. 25 in 1845.

No. 25, 2 JUNE 1845.

Constructional details as above, except now female bust head.

Owners : James Cunningham, merchant, Bristol, 48 shares ; and Thomas Brooks, master mariner, Bristol, 16 shares.

Master : William Dovell.

28 June 1850 ; the whole sold to William Dovell, master mariner, Bristol.

Registered anew No. 20 in 1850.

No. 20, 2 JULY 1850.

Constructional details as above, except now barque rig.

Owner : William Dovell, master mariner, Bristol.

Master : William Dovell.

13 Nov. 1850 ; 21 shares sold to Charles Hill, merchant, Bristol.

Vessel lost on the coast of Spain, 1851.

Hilhouse Draughts, fol. 90 depicts this vessel.

B.M., 4 Jan. 1851.—The *Adelaide* (Dovell), bound Cardiff for St. Vincent, stranded near Corunna on 19th Dec. in a hurricane. The master was saved, but his wife, child and 14 men drowned.

MAGNIFICENT. Built at Cork, 1828.

No. 63, 21 DEC. 1830.

Previous registry, Cork No. 15 in 1829.

151 $\frac{3}{4}$ tons ; length 76' ; breadth (above) 21' 9 $\frac{1}{2}$ " ; depth 12' 4".

1 deck ; 2 masts ; brigantine rig ; square stern ; no galleries ; woman bust head.

Owners : Francis Fisher and William Jepson Fisher, merchants, Bristol, 32 shares each.

Master : William Holmes, jr.

20 Oct. 1830 ; John Knight, ship builder, and Benjamin Doble, gentleman, Cork, sold the whole in proportions above.

29 June, 1831 ; the Fishers sold the whole to William Ferry-the-McIntire, merchant, Liverpool.

Registered anew at Liverpool, 5 July 1831.

BRITANNIA. Built at Murray Harbour, Prince Edward Island, 1830.

No. 3, 21 JAN. 1831.

402 $\frac{1}{4}$ tons ; length 106' 6" ; breadth (below) 29' ; height 6' 6".

2 decks and a forecastle deck ; 3 masts ; barque rig ; square stern ; no galleries ; no head.

Owner : John Cambridge, merchant, Bristol.

Master : George Weakner.

27 April 1831; the whole mortgaged to Edward Bevan and Michael Yates, merchants and co-partners trading as E. Bevan and Co., Bristol. Registered anew No. 35 in 1833.

No. 35, 12 DEC. 1833.

Constructional details as above, but now 1 deck.

Owners: Lemuel Cambridge, merchant, Bristol, 32 shares; and Artemus Cambridge, merchant, Liverpool, 32 shares; both executors of the late John Cambridge, deceased, holding the property subject to mortgage. Master: William Wade.

13 Dec. 1833; Peter Maze, jr., and William Orchard Gwyer, merchants and assignees of the estate and effects of E. Bevan and Co., bankrupts, sold the whole to Lemuel Cambridge.

16 Dec. 1833; L. Cambridge mortgaged the whole to Joseph Frankel Alexander, Abraham Alexander and William Wolfe Alexander, merchants and co-partners, Bristol.

12 Feb. 1835; L. Cambridge, with the consent of mortgagors, sold the whole to Thomas Perkins, ship owner; William Young, master mariner; William Perkins, ship builder; and Christopher Henry Stonehouse, ship-broker; all of Newport, Mon.

Registered anew at Newport, March 1835.

ROBERT DEWAR. Built at Portland, New Brunswick, 1822.

No. 5, 24 JAN. 1831.

Previous registry, Kingstown, St. Vincent, No. 3 in 1829.

198 $\frac{3}{4}$ tons; length 85' 3"; breadth (above) 23'; depth 14' 9".

1 deck; 2 masts; square rig; square stern; no galleries; bust head.

Owner: Thomas Lewis, anchor smith, Bristol.

Masters: William White. 19 Jan. 1833, George Dugdale.

21 Dec. 1830; William Tucker Dickenson, esquire, St. Vincent, acting executor to the wills of John Dalzell and Robert Dalzell, merchants, late of Nevis, sold the whole to T. Lewis.

26 July 1833; T. Lewis sold the whole as follows: 32 shares to George Dugdale, mariner, Bedminster; 11 shares to William Browne, stationer, Bristol; and 21 shares to William Duderidge Champion and John Browne, merchants, Bridgwater, trading as Browne, Champion and Co.

Registered anew No. 22 in 1833, on change of property.

No. 22, 7 AUG. 1833.

Constructional details as above.

Owners: G. Dugdale, 32 shares; W. Browne, 11 shares; and Browne, Champion and Co., 21 shares, [as detailed above].

Master : George Dugdale.

Vessel lost at Cape Breton, 1835.

F.F.B.J., 13 June 1835.—*Robert Dewar* (Dugdale), bound Bristol to Montreal, driven on shore on the coast of Cape Breton on 29th April, and afterwards sold.

RELIANCE. Built at Bristol, 1831.

No. 15, 15 APRIL 1831.

337 $\frac{1}{2}$ tons ; length 108' ; breadth (below) 26' 3" ; height 6' 2".

2 decks and a raised quarter-deck ; 3 masts ; ship rig ; square stern ; quarter galleries ; female bust head.

Owners : George Hilhouse and Charles Hill, merchants and co-partners trading as G. Hilhouse and Co., Bristol.

Masters : Gabriel Forster. 1 Feb. 1832 ; William Escott. 28 Aug. 1832, Thomas Cooke. 25 Nov. 1835, John Sanders.

Vessel lost at Long Island, March 1836.

Hilhouse Draughts, fol. 100 depicts this vessel.

F.F.B.J., 9 April 1836.—*Reliance* (Sanders), bound from Bristol to New York, wrecked on Rockaway Beach, 10th March.

JEAN GRAHAM. Built at Chepstow, 1831.

No. 16, 28 APRIL 1831.

261 $\frac{1}{2}$ tons ; length 93' 4" ; breadth (above) 25' 1 $\frac{1}{2}$ " ; depth 17' 10".

1 deck and a raised quarter-deck ; 3 masts ; barque rig ; square stern ; sham galleries ; woman bust head.

Owner : John Irving, merchant, Bristol.

Masters : James Pasley. 24 Nov. 1831 (London), John Dunscombe. 3 March 1834 (London), John Whinfield. 1 April 1834 (London), John Carter Warren.

15 Aug. 1836 ; the whole sold to John Irving, jr., merchant, Bristol.

Registered anew No. 53 in 1836, on change of property.

No. 53, 1 SEPT. 1831.

Constructional details as above, except now square rig and quarter galleries.

Owner : John Irving, jr., merchant, Bristol.

Master : John Carter Warren.

Registered anew at London, 1836.

L.R. (various).—1839, owner A. Gordon, London. 1841, owner Lizardi and Co., London ; voyage California. 1843-5, owner Nutting, London ; voyages Africa and Alexandria. Out of register 1845-7.

STERLING. Built at Bristol, 1831.

No. 29, 30 AUG. 1831.

357 $\frac{3}{4}$ tons ; length 106' 6" ; breadth (above) 27' 2" ; height 6' 4 $\frac{1}{2}$ ".

2 decks ; 3 masts ; barque rig ; square stern ; quarter galleries ; billet head.

Owner : Francis Halladay, merchant, Bristol.

Masters : George Thomas. 16 March 1832, Thomas Brown.

Registered anew at London, 19 Aug. 1833.

B.M., 9 July 1831.—On Saturday last the *Example*, of 400 tons burthen, was launched from the yard of Mr. Halliday, Canon's Marsh. [There is little doubt that the *Example* and *Sterling* are identical. It was common practice to give a vessel a temporary name when building. For example, see the first page of the supplement of almost any early *Lloyd's Register*. This was headed 'New Ships Now Building,' and invariably, where names were shown, the qualification '(pro. tem.)' was made.]

L.R. (various).—1841-3, owners Stanes and Co., London. 1845-51, owners Brass and Co., London ; voyages Sydney. Out of register 1852 (see below).

F.F.B.J., 26 Feb. 1848.—Barque *Sterling*, bound from Sydney to Manilla, was totally wrecked and three men lost in a typhoon on one of the Philippine Islands.

ALBION. Built at Bristol, 1831.

No. 35, 1 OCT. 1831.

270 $\frac{3}{4}$ tons ; length 150' 9" ; breadth (above) 25' 2" ; height 6' 6 $\frac{1}{2}$ ".

2 decks ; 2 masts ; schooner rig ; square stern ; quarter galleries ; woman head ; a steam vessel.

Owners :

Daniel Stanton, 8

John Gilmore, 3

George Lunell, 4

William Henry Marshall, 3

Thomas Camplin, 8

Charles Ludlow Walker, 4

Joseph Metford, jr., 4

Robert Smart, 2

John Naish Smart, 2

Thomas Clark, 3

Thomas Bowman, 1

William Ody Hare, 2

Frederick Ricketts, 2

William Morgan, 2

Thomas Cole, 2

John Hurle, 2.

John Hurle, William Plummer, John Hall, Charles Morgan, and Joseph Cook, co-partners trading as Parsons, Hurle and Co., 6. Daniel Stanton, John Gilmore, George Lunell, William Henry Marshall, Thomas Camplin, Charles Ludlow Walker, Joseph Metford, jr., Robert Smart, John Naish Smart and Thomas Clark, co-partners trading as the Bristol Steam Packet Company, 5.

All the foregoing described as merchants, Bristol.

Richard Woodley, gentleman, Cork, 1.

Master : John Finlayson.

[Twenty-two minor share transactions are not recorded here for reasons of space. A series of bills of sale between 6 and 25 Jan. 1836 transferred all the shares to the Bristol General Steam Navigation Company.]

Vessel lost on Skomar Island, 1837.

F.F.B.J., 9 July 1831.—On 5 July 'was launched from the Steam Packet Company's Dock, the *Albion*, steamer of 200 horse-power. She went off the stocks in magnificent style, amidst the firing of cannon and the exultation of the spectators, the band of the 3rd Regiment of Light Dragoons playing several delightful airs. . . .'

B.M., 22 and 29 April 1837.—Long accounts of the wreck. When bound from Dublin to Bristol, the *Albion* struck a sunken rock near Skomar Island and was run ashore nearby to prevent her sinking. The fifty passengers were all saved as well as the crew and the deck cargo of 180 pigs and 5 horses. The ship became a total wreck. Her value was stated to be £15,000.

ELIZABETH. Built at Liverpool, 1818.

No. 47, 19 DEC. 1831.

Previous registry, London No. 80 in 1831.

210 $\frac{3}{4}$ tons ; length 80' 4" ; breadth (above) 24' 9" ; depth 15' 9".

1 deck ; 2 masts ; square rig ; square stern ; no galleries ; woman head.

Owner : Thomas Laughton, ship owner, Bristol.

Masters : Thomas Laughton. 25 June 1832, Henry Last. 22 Feb. 1833 (London), Thomas Laughton.

Register closed at London 7 Oct. 1835.

VICTORIA. 781. Built at Bristol, 1831.

No. 48, 21 DEC. 1831.

358 $\frac{3}{4}$ tons ; length 109' 11" ; breadth (below) 26' 9" ; height 6' 2".

2 decks ; 3 masts ; ship rig ; square stern ; quarter galleries ; woman bust head.

Owners : George Hilhouse and Charles Hill, merchants and co-partners, Bristol.

Masters : Thomas Cooke. 25 June 1832, John Douglas Wilson. 26 July 1837, John T. Saunders. 14 June 1841, John Mordaunt. 10 April 1844, Albert Hancock. 9 June 1845 (Liverpool), John Armon.

5 July 1844 ; 48 shares sold to Robert Foster Reynolds, merchant, London.

2 Nov. 1844 ; Hilhouse and Hill sold 16 shares to Robert Bush, merchant, Bristol.

19 May 1845 ; the whole sold to Ferdinand Beeston, merchant, Bristol.

Registered anew No. 6 in 1846.

No. 6, 24 JAN. 1846.

Constructional details as above, except now square rig and false galleries.

Owner : Ferdinand Beeston, merchant, Bristol.

Master : Thomas Triggs Wakeham.

Registered anew at London, 1847.

Hilhouse Draughts, fol. 83 depicts this vessel.

F.F.B.J., 10 Oct. 1840.—Last year the *Victoria* 'fell in with the *Northumberland* from Calcutta, dismasted, a mere hulk, and towed her into the Mauritius, 642 miles in 5 days, for which service Captain Sanders was awarded £1,200.' The *Victoria* had arrived at Sydney, via Bahia, Cape Town and Hobart Town.

L.R. (various).—In the ownership of Hilhouse the voyage is shown as Sydney or Mauritius. 1847–55, owners S. and C. Souter, London ; voyage Hobart Town. 1856, owner Linington, London. 1859–68, owners Manning and Co., London. 1872–3, J. A. Gibbs, Cardiff. 1875–9, Stuart and Douglas, Liverpool. Out of register 1879–81. (Altered to barque between 1852–5.)

LOUISA. Built at Workington, 1810.

No. 15, 20 MARCH 1832.

Previous registry, London No. 174 in 1829.

410½ tons ; length 105' 9" ; breadth (above) 30' 3" ; height 6' 1".

1 deck and a half-deck ; 3 masts ; square rig ; square stern ; no galleries ; no head.

Owner : Davis Hewson, ship owner, Bristol.

Masters : Davis Hewson. 8 Sept. 1832 (Falmouth), John Forsyth. 9 Dec.

1832 (St. Johns, N.B.), William Old. 31 March 1834 (Padstow), Davis

Hewson. 13 Aug. 1834 (Padstow), Henry Nicholas.

12 Aug. 1834 ; the whole sold to John Pope, ship builder, Turnchapel, executor of Thomas Pope, ship builder, Plymouth, deceased.

Registry cancelled at Plymouth, 1835.

WILSON. Built at Chester, 1782.

No. 20, 10 MAY 1832.

Previous registry, Greenock No. 24 in 1831.

330½ tons ; length 90' 8" ; breadth (above) 28' 5" ; height 6' 2".

2 decks ; 3 masts ; barque rig ; square stern ; no galleries ; man bust head.

Owner : John Irving, merchant, Bristol.

Masters : James Webb. 6 April 1833 (Gloucester), Edward Forster.

5 April 1832 ; Alexander Sinclair and John Powell, merchants, London, assignees of the estate and effects of Christopher Scott, merchant bankrupt, late of St. Andrews, N.B., sold the whole to J. Irving.

Registry closed at Cork, 18 June 1834.

B.M., 12 Oct. 1833.—*Wilson* (Edward Foster), sailed from Gloucester on 14th Sept. in ballast for St. Andrews. When out ten days she sprang a leak, which got worse. On 26th the *Wilson* was abandoned 90 miles from Cape Clear. The crew, in two boats, reached Bere Island the next day. The *Wilson* was probably previously registered at Bristol for she was owned by William Scott from 1810 to 1821 and sailed mainly in the New Brunswick trade. Her masters were—Mark Whiteway (1810–11), Henry Cherry (1812–16) and Simpson (1818–21).

AMITY. Built at Murray Harbour, Prince Edward Island, 1831.

No. 22, 25 MAY 1832.

161 $\frac{3}{4}$ tons; length 80' 10"; breadth (above) 21' 2"; height 5' 5 $\frac{1}{2}$ ".

2 decks; 2 masts; brig rig; square stern; no galleries; no head.

Owners: Lemuel Cambridge, merchant, Bristol, 32 shares; and Artemus Cambridge, merchant, Liverpool, 32 shares; both executors of the estate of John Cambridge, merchant, late of Bristol, deceased.

Masters: Samuel Andrews. 25 May 1835 (Newport), Thomas Shaxton.

Registered anew at Newport, 2 Oct. 1835.

L.R., 1841–3.—Owners, Tamlin and Co., Southampton. Out of register, 1843–5.

WOODMAN. Built at Gainsborough, 1808.

No. 25, 27 JUN. 1832.

Previous registry, London No. 261 in 1830.

407 $\frac{3}{4}$ tons; length 115' 9"; breadth (above) 28' 5"; height 5' 9".

1 deck and a fore-castle deck; 3 masts; square rig; square stern; no galleries; no head.

Owners: Lemuel Cambridge, merchant, Bristol 32 shares; and Samuel Welsford, ship owner, London, 32 shares.

Masters: Joseph Tripp. 23 March 1835 (Pt. Glasgow), George Watson, jr. 10 Jan. 1835; L. Cambridge and S. Welsford (now of Bristol), sold the whole to William Ward, merchant, Sculcoats, Yorkshire.

Vessel lost in 1836.

ELIZABETH. 26645. Built at Bristol, 1832.

No. 33, 13 OCT. 1832.

445 $\frac{3}{4}$ tons; length 114' 11"; breadth (below) 29' 4"; height 6' 2".

2 decks; 3 masts; ship rig; square stern; quarter galleries; bust figure head.

Owners: Philip John Miles and Thomas Kington, merchants and co-partners trading as Miles and Kington, 48 shares; George Hilhouse and Charles Hill, merchants and co-partners trading as G. Hilhouse and Co., 16 shares; all of Bristol.

Masters: John Escott. 20 July 1835, Frank Cundy. 17 July 1845, Daniel J. Ebbetts.

2 Nov. 1844; Hilhouse and Co. sold 16 shares to Henry Bush, merchant, Bristol.

1 June 1845; H. Bush sold 16 shares to Philip William Skinner Miles, merchant, Bristol.

Registered anew No. 68 in 1845.

No. 68, 30 DEC. 1845.

Constructional details as above, except now square rig and woman bust figure head.

Owners: Philip William Skinner Miles, John William Miles, William Miles and Thomas Kington, merchants and co-partners trading as Miles and Kington, 48 shares; P. W. S. Miles, 16 shares; all of Bristol.

Masters: Frank Cundy. 5 Aug. 1846, Daniel J. Ebbetts. 1848, F. Erwin. (1A/175)

2 Sept. 1857; P. W. S. Miles, merchant; J. W. Miles, banker; and William Miles, esquire; (Thomas Kington having died on 20 Feb. 1857), trading as Miles and Kington, sold 48 shares; and P. W. S. Miles sold 16 shares; all to James Ford and Thomas Canning, merchants, Bristol.

9 Nov. 1872; the whole sold to Thomas Whittle Sweet, ship-owner, of London and Exmouth.

Registry closed 12 Feb. 1873, vessel sold to foreigners.

Hilhouse Draughts, fol. 82 depicts this vessel.

F.F.B.J., 5 March 1836.—The *Elizabeth* (Cundy), from Mauritius, went ashore on the Eastern Point at the mouth of the Avon, and was towed off by the *Fury*. [This is an early instance of the use of the tug *Fury*, generally recognised to have been the first steam tug in the port.]

L.R. (various).—In practically all issues 1839–73, i.e., under the ownership of the Miles, Ford and Co., and of Sweet, the voyage is shown as Jamaica or West Indies.

FREDERICK. A Prize, captured by H. M. Brig *Fair Rosamund*, tender to H.M.S. *Dryad*, while engaged in illicit traffic in slaves, and condemned by a Court of Mixt-Commission at Sierra Leone, as per certificate dated 8 March 1832.

No. 34, 18 OCT. 1832.

155½ tons; length 84' 6"; breadth (above) 21' 6"; depth 7' 6".

1 deck; 2 masts; schooner rig; square stern; no galleries; no head.

Owner : William Langley, gentleman, Warminster.

Master : Robert Mackley.

8 Oct. 1832 ; Frederick Langley, merchant, Sierra Leone, through his attorney, Francis Henry Langley, Liverpool, sold the whole to W. Langley.

Registry closed at Liverpool, 12 Feb. 1833.

GENOA PACKET. Built at Berwick, 1822.

No. 40, 7 DEC. 1832.

Previous registry, Yarmouth No. 42 in 1830.

157 $\frac{3}{4}$ tons ; length 74' ; breadth (above) 22' 7" ; depth 12' 10".

1 deck ; 2 masts ; square rig ; square stern ; no galleries ; billett head.

Owner : John Coleman, master mariner, Bristol.

Master : John Coleman.

5 Dec. 1832 ; Robert Harman Smith, mariner, Yarmouth, sold the whole to J. Coleman.

Registered anew at London, 1835.

L.R., 1841-3.—Owner P. Popkins, Blyth ; voyages London and Stettin. 1845-9, owner W. Turner, Blyth. Out of register 1849-51. Brig rig.

SYBILLA. 13668. Built at Bristol, 1833.

No. 7, 9 MARCH 1833.

384 $\frac{3}{4}$ tons ; length 110' 2" ; breadth (above) 27' 10" ; height 6' 2".

2 decks ; 3 masts ; ship rig ; square stern ; quarter galleries ; woman head.

Owners : Philip John Miles and Thomas Kington, merchants and co-partners trading as Miles and Kington, 48 shares ; George Hilhouse and Charles Hill, merchants and co-partners trading as G. Hilhouse and Co., 16 shares ; all of Bristol.

Masters : Frank Cundy. 11 March 1835, James Knowles.

Registered anew No. 41 in 1836, on alteration in description.

No. 41, 5 JULY 1836.

Constructional details as above, except now square rig.

Owners : as above.

Masters : James Knowles. 14 July 1842, Edward Cooke. 4 March 1843, James Knowles.

2 Nov. 1844 ; Hilhouse and Co. sold 16 shares to Henry Bush, merchant, Bristol.

1 June 1845 ; H. Bush sold 16 shares to P. W. S. Miles.

Registered anew No. 55 in 1845.

No. 55, 14 OCT. 1845.

Constructional details as above, except now barque rig.

Owners : P. W. S. Miles, John William Miles, William Miles and T. Kington, trading as Miles and Kington, 48 shares ; P. W. S. Miles, 16 shares.

Masters : James Knowles. 8 June 1846, Henry Cook. 16 March 1847, James Knowles. 9 May 1849, Henry Cook. 10 Oct. 1849, James Knowles. 31 May 1845 [*sic*], Anthony Hicks. 17 July 1851, James Knowles. 23 Aug. 1852, Samuel Baker. 25 Feb. 1853, James Knowles. 1 Aug. 1853, Peter Stark. 11 Oct. 1854, Thomas Brooks.

(1A/85)

10 April 1856 ; the whole sold to William Briggs, ship owner, Sunderland. Registered anew at Sunderland, 20 April 1856.

B.M., 7 Feb. 1835.—The fine ship *Sybilla* (Frank Cundy), which sailed from this port on 28th June 1834, arrived at the Mauritius after a twelve weeks' passage, and made Bristol on the 25th ultimo, after lying at the Island to take in her cargo. This return has been considered by many who are acquainted with nautical affairs to be an almost incredibly short passage. The *Sybilla* was built by Messrs. Hilhouse and Co., and is a remarkably handsome vessel.

L.R. (various).—Voyages—1839 Petersburg, 1841–7 and 1851–2 Jamaica, 1849, Cape of Good Hope, 1855, Australia. Out of register 1856–59.

EARL GREY. Built at Prince Edward Island, 1832.

No. 9, 25 MARCH 1833.

Previous registry, Prince Edward Island No. 42 in 1832.

476½ tons ; length 116' ; breadth (above) 30' 3¼" ; height 6' 11".

2 decks ; 3 masts ; ship rig ; square stern ; no galleries ; man bust head.

Owner : Lemuel Cambridge, merchant, Bristol.

Masters : Richard Pearse. 2 Nov. 1833 (Liverpool), Robert Gasken. 4 Dec. 1834 (Liverpool), Thomas Dibbins.

22 Dec. 1832 ; James Peake, Charlottetown, P.E.I., sold the whole to Samuel Welsford, ship owner, Clifton.

27 Dec. 1832 ; S. Welsford sold 32 shares to L. Cambridge.

9 Feb. 1833 ; S. Welsford sold 32 shares to L. Cambridge.

11 Dec. 1835 ; the whole sold to William Jones, joiner, Liverpool.

Register closed at Liverpool, 1835.

PEARL. Built at Bristol, 1833.

No. 12, 3 MAY 1833.

393½ tons ; length 110' 8" ; breadth (below) 28' 1" ; height 6' 3½".

2 decks ; 3 masts ; ship rig ; square stern ; quarter galleries ; bust head.

Owners : George Hilhouse and Charles Hill, ship builders and co-partners trading as G. Hilhouse and Co., Bristol.

Masters : John Sanders. 18 Nov. 1835, Peter Stark. 11 Dec. 1835, John Bruton.

21 Dec. 1839 ; the whole sold as follows—40 shares to Charles Wait, sail-maker ; 16 to Robert Suter May, corn factor ; and 8 to William Mallard, accountant ; all of Bristol.

Registered anew No. 1 in 1840, on change of property.

No. 1, 15 JAN. 1840.

Constructional details as above except now square rig ; false galleries ; man bust head ; a poop deck.

Owners : as at 21 Dec. 1839 above.

Masters : Charles Wait. 19 Feb. 1840 (London), William Burrows.

25 March 1840 ; C. Wait sold 8 shares to Emanuel Wait, accountant, Bristol.

Registered anew No. 31 in 1842.

No. 31, 8 Nov. 1842.

Constructional details as above. (Tonnage under 1835 Act—517·1 and dimensions, 108' × 25·9' × 19·1'.)

Owners : C. Wait, 32 ; R. S. May, 16 ; W. Mallard, 8 ; E. Wait, 8 shares ; occupations as above.

Registered anew at London, 1847.

Hilhouse Draughts, fol. 84 depicts this vessel.

B.M., 10 May 1834.—The ship *Pearl* of Bristol was damaged in a hurricane at Mauritius on 20th January.

L.R. (various).—Altered to barque rig between 1849–51. Voyages in Hilhouse ownership to West Indies, and in Waite ownership to New Zealand and Madras. The *Pearl* was sold to G. Jackson, London, in 1845, although the transaction was not recorded in the Bristol register. In Jackson's ownership she traded to Africa. In 1849 she was sold to Captain T. Gain and *c.* 1850 to Thompson and Co., South Shields, trading to the Mediterranean. Out of register 1856–9.

CONGO. 5507. Built at Chepstow, 1833.

No. 13, 21 MAY 1833.

157 $\frac{1}{2}$ tons ; length 77' 1" ; breadth (above) 21' 6" ; depth 13' 3".

1 deck and a quarter-deck ; 2 masts ; snow rig ; square stern ; false galleries ; female bust head.

Owners : Richard Jenkins Poole King and William Thomas Poole King, merchants and co-partners trading as R. and W. King, Bristol.

Master : James Potter.

Registered anew No. 21 in 1833, on alteration in description.

No. 21, 2 AUG. 1833.

Constructional details as above, except now 3 masts and barque rig.

Owners : as above.

Masters : James Potter. 28 July 1835, Robert Potter. 26 Sept. 1844, Thomas Pearce. 13 Feb. 1845, Charles Thomas Rudge. 15 Dec. 1845, William Parker. 12 Sept. 1848, Thomas Pearce. 28 Nov. 1850, John Edward Pounsberry. 8 March 1852, Edward Harris. 14 March 1853, Albert George Froud.

25 July 1835 ; R. and W. King sold 8 shares to James Potter, master mariner, Bristol.

5 March 1838 ; J. Potter sold 8 shares to R. and W. King.

Registered anew at Exmouth, 1854.

B.M., 18 May 1833.—On the 4th was launched from the yard of Mr. J. Davies, Chepstow, a fine brig of about 250 tons burthen, called the *Congo*, and intended for the African trade.

F.F.B.J., 11 Jan. 1840.—In the *Congo* (Whittington), from Africa, 365 casks palm oil, 428 elephant's teeth, 22 sea horse teeth, 3 tons camwood, 2 cases bugles.

F.F.B.J., 21 Aug. 1841.—The *Congo*, from Bonny to Bristol, under jury masts, was fallen in with on 31st July by H.M.S. *Samarang*, having been struck by lightning on the previous Monday, by which she lost foremast, topmast and jib-boom.

F.F.B.J., 23 Sept. 1848.—The *Congo* has brought a chimpanzee for the Zoological Society.

B.M., 21 July 1849.—The *Congo* . . . a week after they left the coast fell in with a Spanish vessel without any name, armed to the teeth, carrying a crew of about 100 men evidently a slaver. They ran alongside the *Congo* and demanded provisions, which the Captain did not deem it prudent to resist, as it would have been impossible for him to have done so with effect. It appears from the statements of the parties on board that the slaver had been attacked by two of H.M. frigates on the station, the *Flying Fish* and *Inconstant* and had suffered severely, several of the shots had gone right through her.

L.R. (various).—The *Congo's* owner from 1854 was Thomas Redway, Exmouth, and for a short period c. 1859–61 she was renamed *Laura Jenette*, but thereafter reverted to her original name. Out of register 1865–8.

VICTOR. Built at Bristol, 1833.

No. 14, 6 JUNE 1833.

338½ tons ; length 107' ; breadth (above) 26' 5" ; height 5' 10".

2 decks ; 3 masts ; ship rig ; square stern ; quarter galleries ; no head.

Owner : John Green, ship builder, Bristol.

Masters : John Willway Phillips. 7 Nov. 1834 (London), Sidenham Green.

20 Feb. 1836 (London), Thomas William Pearson.

Registered anew at London, 26 Jan. 1837.

F.F.B.J., 7 Jan. 1837.—To be auctioned at Lloyd's Coffee House, Cornhill, London, on 13th January—James Harris, solicitor, Bristol.

L.R. (various).—Altered to barque rig 1841-3. 1841-5, owner A. Ridley, London; voyages India. 1847-9, owner R. Brooks, London; voyages Sydney and Hobart Town. 1851-2, no owners named; voyage Aden. Out of register 1852-54.

HORNBY. 3956. Built at Bristol, 1833.

No. 33, 2 DEC. 1833.

276½ tons; length 97' 9"; breadth (below) 25' 2"; depth 17' 6".

1 deck; 3 masts; ship rig; square stern; quarter galleries; woman bust head.

Owners: Benjamin Ogden and Thomas Corey, merchants, Bristol, 32 shares each.

Master: George Allen.

15 Oct. 1836; T. Corey sold 32 shares to B. Ogden.

Registered anew No. 62 in 1836, on change of property.

No. 62, 14 Nov. 1836.

Constructional details as above.

Owner: Benjamin Ogden, merchant, Bristol.

Master: George Allen. 25 Feb. 1850, Thomas Ogden Hassall.

7 Feb. 1851; B. Ogden sold the whole to Charles Hill, merchant, Bristol

Registered anew No. 12 in 1851, on change of property.

No. 12, 8 FEB. 1851.

Constructional details as above, except now square rig.

Owner: Charles Hill, merchant, Bristol.

Master: Thomas Lewin. 25 May 1854 (Liverpool), Thomas Trew.

(1A/128).

12 Nov. 1856; the whole sold to Joseph Thompson, ship owner, Whitehaven.

12 Nov. 1856; J. Thompson disposed of part of the shares as follows—12 to William Kitchen, corn factor; 8 to William Corkhill Edgar, ship owner; 6 to William Sherwen, gentleman; 6 to William Burnyeat, butcher; 4 to Joseph Wood, ship owner; 4 to James Crossthwaite, book-seller; 4 to John Tyson, draper; all the above of Whitehaven; and 4 to John Teasdale, coachman, Liverpool.

Registry transferred to Whitehaven, 10 July 1857.

F.F.B.J., 1 Oct. 1836.—*Hornby* (George Allen), rescued crew of H.M. Schooner *Pike*, wrecked in February last on Barebush Key, Jamaica.

B.M., 2 Nov. 1850.—Sale notice. (Names William Patterson as the builder.)

L.R. (various).—Voyages—1839-41 Jamaica; 1843-5 Barbados; 1847 West Indies; 1851-5 West Indies; 1856 Mauritius; 1860-1 (in Thompson's ownership), West Indies. Last in register 1862.

MARINA. Built at Sunderland, 1833.

No. 38, 17 DEC. 1833.

Previous registry, Sunderland No. 80 in 1833.

274 $\frac{1}{2}$ tons; length 91' 8"; breadth (above) 26' 7"; height 5' 7".

1 deck and a half-deck; 2 masts; square rig; square stern; no galleries; woman bust head.

Owners: Abraham Alexander, William Wolfe Alexander and Joseph Frankel Alexander, merchants and co-partners trading as J. F. and A. Alexander, 34 shares; William Escott, master mariner, 30 shares; all of Bristol.

Masters: William Escott. 27 Sept. 1838, Henry Cock. 26 April 1844 (Liverpool), Anthony Rutland.

16 Nov. 1833; Peter Austin and Samuel Peter Austin, ship builders, Monkwearmouth, sold 17 shares to A. Alexander, 17 to W. W. Alexander and 30 to W. Escott.

16 Nov. 1833; A. Alexander and W. W. Alexander sold 12 shares to J. F. Alexander.

Vessel lost at Girgenti, 13 May 1845.

B.M. 26 Oct. 1833.—Sale notice for brig *Marina*.—J. F. and A. Alexander.

L.R. (various).—Foreign voyages shown are—1839 St. Vincent, 1845 Mediterranean. *Posted 'Lost'* in 1845 book.

PSYCHE. Built at Newport, 1834.

No. 3, 21 JAN. 1834.

219 $\frac{1}{4}$ tons; length 89' 4"; breadth (above) 23' 5 $\frac{1}{4}$ "; depth 15' 11".

1 deck; 3 masts; barque rig; square stern; false galleries; female figure head.

Owners: Edward Drew, merchant, Bristol, 32 shares; and William Drew, merchant, London, 32 shares.

Master: Thomas Evans.

Registered anew at London, 25 April 1835.

L.R. (various).—Altered to brig rig 1839–41. 1839, owner W. Young, London. 1841–5, owners Gardner and Co., London. No voyages shown. Out of register 1845–7.

VELOX. Built at Bristol, 1834.

No. 9, 8 APRIL 1834.

153 $\frac{1}{2}$ tons; length 85' 1"; breadth (below) 20' 7"; depth 13' 1".

1 deck; 2 masts; schooner rig; square stern; false galleries; unicorn figure head.

Owners (with shares) : David Smale, master mariner, 22 ; George Donne, surgeon, 10 ; Richard Vaughan, tallow chandler, 9 ; William Cooke, sail-maker, 8, all of Bristol ; Thomas Coombs, gentleman, Felton, Som., 6 ; Thomas Waugh, minister, 6 and Digby Frederick Foulkes, gentleman, 3, both Dublin.

Master : David Smale.

10 Sept. 1835 ; T. Coombs sold 6 shares to D. Smale.

Registered anew No. 50 in 1836.

No. 50, 23 AUG. 1836.

Constructional details as above. (Tonnage under N.M.—141 $\frac{237}{1000}$, and dimensions, 82·3' \times 18·5' \times 13'.)

Owners : D. Smale, 28 ; G. Donne, 10 ; R. Vaughan, 9 ; W. Cooke, 8 ; T. Waugh, 6 and D. F. Foulkes, 3.

Masters : David Smale. 20 June 1837, John Jones.

Registered anew at London, 1837.

B.M., 26 April 1834.—' The splendid schooner *Velox* having been so great an attraction it would be discreditable to his fellow citizens were the talents of so enterprising a builder as Mr. Patterson overlooked. The model is one of superior excellence and has met with the approbation of every scientific examiner. . . . '

L.R. (various).—1839, owner Captain D. Small and Co., Bristol ; voyage Barbados. 1841, no owners shown, but master D. Small and voyage Barbados. 1843–5 owners Simpson and Co., London ; voyages Cape of Good Hope. Out of register 1845–7.

EXPERIMENT. Built at Littlehampton, 1802.

No. 11, 12 APRIL 1834.

Previous registry, Chepstow No. 5 in 1828.

210 $\frac{1}{2}$ tons ; length 88' ; breadth (above) 23' 9" ; depth 14' 1".

1 deck ; 2 masts ; snow rig ; square stern ; no galleries ; no head.

Owner : William Cross, merchant, Bristol.

Master : John Chapman, jr.

Registry closed at London, 1837.

TRUSTY. Built at Bristol, 1834.

No. 13, 16 APRIL 1834.

365 $\frac{1}{2}$ tons ; length 111' 3" ; breadth (below) 26' 11" ; height 6' 7".

2 decks ; 3 masts ; ship rig ; square stern ; quarter galleries ; man bust head.

Owners : George Hilhouse and Charles Hill, merchants and co-partners trading as G. Hilhouse and Co., Bristol.

Master : Thomas Sanders.

Registered anew at London, 1834.

Hilhouse Draughts, fol. 77 depicts this vessel.

L.R. (various).—1839, owners Thacker and Co., London ; voyage South Australia. 1841-7, owners Mangles and Co., London ; voyages, Sierra Leone, Swan River and West Australia. 1849, owners Wilson and Co., London ; voyage Swan River. Out of Register 1849-51. Altered to barque rig 1843-5.

MARY. Built at Bristol, 1834.

No. 35, 30 OCT. 1834.

259 $\frac{3}{4}$ tons ; length 99' ; breadth (above) 24' ; depth 16' 7 $\frac{1}{2}$ ".

1 deck and a raised quarter-deck ; 3 masts ; ship rig ; square stern ; false galleries ; woman head.

Owners (with shares) : all of Bristol—Thomas Clark (8) ; John Gilmore (4) ; Robert Suple (4) ; Thomas Bowman (11) ; Thomas Cole (4) ; Robert Lucas (4) ; William Henry Marshall (1) ; William Morgan (4) ; Henry Brown Jordan (4) ; William Bevan (4) ; William Cook (4) ; Robert Henry Webb and William Webb (4) ; all merchants ; also Magnus Crosby Gilmore, master mariner (8).

Masters : Magnus Crosby Gilmore. 27 Nov. 1835 (London), John Gilmore.

1 March 1836, William Tucker. 24 Nov. 1837, George Gilmore.

22 Aug. 1839 ; H. B. Jordan, accountant, sold 4 shares to J. Gilmore.

20 Sept. 1839 ; the whole (J. Gilmore acting also as executor of M. C. Gilmore) sold to Edward Hill West, merchant, Bristol (34 shares), and Michael Fawckner, master mariner, Bristol (32 shares).

Registered anew No. 36 in 1839, on change of property.

No. 36, 9 OCT. 1839.

Constructional details as above, except now no galleries.

Owners : Edward Hill West, merchant, 34 shares ; and Michael Fawckner, master mariner, 32 shares ; both of Bristol.

Master : Michael Fawckner.

Registered anew No. 29 in 1840, on change of description.

No. 29, 19 JUNE 1840.

Constructional details as above, except now barque rig and false galleries.

Owners : as above.

Master : as above.

1 APRIL 1843 ; M. Fawckner sold 8 shares to William Brice, ship owner, Liverpool. E. H. West, broker, sold 32 shares to W. Brice, and 2 shares to M. Fawckner.

Registered anew at Liverpool, 1843.

F.F.B.J., 1 June 1839.—Sale Notice. '375 tons deadweight capacity.'
L.R. (various).—1839, owner Gilmore, Bristol; voyage Odessa. 1841,
 owner not stated; voyage Demerara. 1843, owner W. Brice, Liverpool;
 voyage Bahia. 1845–9, owners Steel and Son, Liverpool; voyages Africa,
 Sierra Leone. Out of register 1849–51.

COUNTY OF PEMBROKE. 19147. Built at Bristol, 1831.

[*Countess of Pembroke* in some authorities.]

No. 37, 4 Nov. 1834.

Previous registry, Milford No. 12 in 1831.

109 $\frac{1}{2}$ tons; length 108' 9"; breadth (above) 18' 1"; depth 10' 6".

1 deck; 2 masts; schooner rig; square stern; quarter galleries; man
 head; a steam vessel.

Owner: John Cousins, gentleman, Bristol.

Master: Barnard Mathews.

25 Oct. 1834; Samuel Guppy, merchant, late of Bristol, now of New
 York, sold the whole to J. Cousins.

29 Oct. 1834; J. Cousins sold shares as follows—George Woodroff
 Franklyn, tobacco manufacturer (1); John Stone, linen merchant (1);
 Michael Hinton Castle, distiller (1); Partridge Smith, linen merchant
 (1); William Baker, linen merchant (1); Daniel Williams, linen draper
 (1); George Hunt, tea dealer (1); James Low, linen merchant (1);
 Odiarne Coates Lane, stationer (2); William Cousins and Henry Roach,
 linen drapers trading as W. Cousins and Co. (2); James Lean, banker
 (2); Barnard Mathews, master mariner (2); John Robson, mercer (2);
 Joseph Hammond Allen, hosier (2); John Moore, tanner (2); Zephaniah
 Fry, woollen draper (2); Thomas Dale, hat manufacturer (2);
 Nehemiah Moore, tanner (2); Joseph Thomas, shoemaker (2); Thomas
 Blethyn, woollen draper (2); John Chilcott, bookseller (2); James
 Brown, linen merchant (2); John Moxham, accountant (2); Thomas
 Carlisle, mercer (2); Peter Marker, mercer (2); William Plummer, sr.,
 linen merchant (2); John Thomas Cooper, brush manufacturer (4);
 Nehemiah Duck, surgeon (4); Henry Naish, hosier (4); all of Bristol.

10 July 1835; the whole sold to William Henry Marshall, merchant,
 Bristol.

25 Jan. 1836; the whole sold to Charles Ludlow Walker, George Lunell
 and William Henry Marshall, trustees of the Bristol General Steam
 Navigation Company.

Registered anew No. 17 in 1836, on change of property.

No. 17, 25 APRIL 1836.

Constructional details as above. Tonnage under new measurement—
 70 $\frac{189}{1000}$ tons, and dimensions—105' \times 16.1' \times 10.1'; engine room
 39.3', and 69 $\frac{148}{1000}$ tons.

Owners : Bristol General Steam Navigation Company.

Masters : John Stacey. 10 Aug. 1836, John Gilmore, jr. 7 May 1838, Thomas Barnett. 4 Dec. 1838, James Grey Stanton. 3 June 1840, Henry Gerard. 9 Oct. 1843, William Poole. 5 Feb. 1844, William Rose. 17 March 1853 ; the whole sold as follows—Richard Latham, carrier (13) ; Thomas Kelson, shipsmith (13) ; Henry Hart, shipwright (13) ; Benjamin Bird, shipwright (13) ; William Lewis, shipwright (12) ; all of Bristol.

Registered anew No. 31 in 1853, on change in description.

No. 31, 9 APRIL 1853.

158·9 tons ; length 106·1' ; breadth 16·5' ; depth 9·1'.

1 deck ; 2 masts ; schooner rig ; square stern ; no galleries ; man bust head. [No longer a steam vessel.]

Owners : as at 17 March 1853 above.

Masters : James Rich. 16 June 1853, William Windows. 1 Aug. 1854, William Henry Cook.

7 Nov. 1854 ; 32 shares sold to Francis Bruford and 32 shares to Samuel Dyer, both merchants, Bristol.

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26 Oct. 1857 ; the whole sold to Francis Wookey, linen draper, Taunton.

7 Feb. 1859 ; the whole sold to Augustus Frederick Brunt, music seller, Bristol.

5 Jan. 1860 ; the whole sold to Joseph Miller, ship builder, Bristol.

Vessel dismantled 1867 ; registry closed 23 Aug. 1869.

B.M., 20 Aug. 1831.—Advertisement. 'Just launched . . . for Milford, Haverfordwest and Pembroke . . . Henry Taylor, agent, The Quay.'

F.F.B.J., 25 April 1835.—On 21st 'as the *County of Pembroke* and the *Mermaid* were proceeding down the river, one came in contact with the other and in the collision the *Pembroke* went ashore. The *Mermaid* was enabled to proceed on her voyage, but the *Pembroke* remains in a dangerous and disabled state, about a mile below the Hotwell House.'

B.M., 9 May 1835.—'The *County of Pembroke* has been got up from her perilous situation and brought into dock.'

[The *County of Pembroke* ceased to be named in packet advertisements in 1850.]

RUBY. Built at Bristol, 1834.

No. 38, 5 Nov. 1834.

154½ tons ; length 74' 3" ; breadth (below) 21' 7" ; depth 13' 5".

1 deck ; 2 masts ; square rig ; square stern ; no galleries ; female bust head.

Owner : Francis Williams, ship builder, Bristol.

Master : Francis Williams.

15 April 1835 ; 16 shares sold to Tudor James, master mariner, Bristol.
 16 April 1835 ; F. Williams sold 48 shares to Joseph Frankel Alexander, Abraham Alexander and William Wolfe Alexander, merchants and co-partners, Bristol.

Registered anew No. 18 in 1835, on change of property.

No. 18, 21 APRIL 1835.

Constructional details as above.

Owners : T. James, 16 shares ; Messrs. J. F. and A. Alexander, 48 shares ; all of Bristol.

Master : Tudor James.

Registered anew at London, 1838.

L.R. (various).—Brig rig. 1839, owner Alexander, Bristol ; voyage Jamaica. 1841–9, owner Matthews, London ; voyages St. Kitts. 1849–56, owner Hunt, London ; voyages Mediterranean. Out of register 1856–9.

CALYPSO. Built at Newport, 1834.

No. 39, 13 DEC. 1834.

306½ tons ; length 99' 7" ; breadth (above) 26' 2" ; depth 18' 2".

1 deck and a half-deck ; 3 masts ; barque rig ; square stern ; false galleries ; no head.

Owners : Edward Drew and John Drew, merchants, Bristol, 32 shares each.

Masters : Thomas Evans. 16 Aug. 1837 (London), Samuel Smith. 20 Aug. 1841, John Eltringham.

4 July 1839 ; E. Drew and J. Drew each sold 8 shares to William Cross, merchant, Bristol.

Registered anew at London, 17 Sept. 1842.

L.R., 1843–68.—Owners Dawson and Co., London ; voyages West Indies. Sold foreign 1869.

JANE. Built at Pill, 1834.

No. 2, 8 JAN. 1835.

166½ tons ; length 78' 6" ; breadth (above) 21' 8" ; depth 13' 2½".

1 deck ; 2 masts ; schooner rig ; square stern ; no galleries ; female figure head.

Owners : Robert Smart, victualler, Bristol, 32 shares ; John Sheppard, merchant, London, 32 shares.

Masters : Charles Gardiner. 11 Nov. 1835 (Falmouth), James Churchward. 26 Nov. 1835 ; R. Smart, late of Bristol, now brewer, of Flax Bourton, sold 32 shares to J. Sheppard.

Registered anew at London, 22 April 1836.

B.M., 6 Dec. 1834.—Launched on 2nd December by Mr. William Morgan at Pill.

L.R. (various).—1839-49, owner Morgan, London ; voyages Africa, Constantinople, Gambia, Algiers, Mediterranean. 1851-5, owner Robinson, Maryport ; voyages coasting and Mediterranean. *Posted* 'foundered' in 1855 issue.

HEROINE. Built at Bristol, 1835.

No. 4, 26 JAN. 1835.

374½ tons ; length 102' 7" ; breadth (below) 28' 10" ; depth 20'.

1 deck ; 3 masts ; square rig ; square stern ; quarter galleries ; female bust head.

Owner : Alfred Weaver, gentleman, Bristol.

Master : William Johns.

Registered anew at Liverpool, 1837.

L.R. (various).—Ship rig, altered to barque 1845-7. 1839, no owners or voyage shown. 1841-5, owner Ravenscroft, Liverpool ; voyage Valparaiso. 1847, owner Perkins and Co., London ; voyage Hobart Town. 1849-56, owner Atkinson, Shields ; voyages New York and Mediterranean. Out of register 1856-59.

OSPREY. 24115. Built at Bristol, 1835.

No. 7, 14 FEB. 1835.

228½ tons ; length 148' 3" ; breadth (above) 23' ; Depth 15' 3".

1 deck ; 2 masts ; schooner rig ; square stern ; false galleries ; bird head ; a steam vessel.

Owners (with shares) : George Lunell (4) ; William Henry Marshall (4) ; John Gilmore (3) ; Thomas Clark (4) ; John Naish Smart (2) ; Robert Smart (2) ; Charles Ludlow Walker (4) ; Thomas Camplin (4) ; Frederick Ricketts (3) ; John Winwood (2) ; Thomas Bowman (1) ; Thomas Cole (2) ; Robert Suple (3) ; Henry Ricketts, John Cave, Henry Glascodine and John Gunning, trading as H. Ricketts and Co. (2) ; Charles Hare, John Hare, jr. and Charles Bowles Hare, trading as J. Hare and Co. (2) ; John Hurle (2) ; John Evans Lunell (1) ; Richard Ferris (2) ; Daniel Stanton (2) ; Frederick Stanton (1) ; William Morgan (2) ; John Bangley (1) ; John Hassell (1) ; Joseph Russell (1) ; John Hare, Charles Morgan, William Plummer and Joseph Cooke, trading as Parsons, Hurle and Co. (2) ; Thomas Richard Guppy (2) ; William Ody Hare (2) ; Thomas Camplin, Charles Ludlow Walker, George Lunell, Thomas Clark, John Gilmore, John Naish Smart and William Henry Marshall, trading as the Bristol Steam Packet Co. (2) ; all these merchants, Bristol ; and Eliza Ann Smith, widow (1).

Masters : George Bailey. 11 Aug. 1836, John Stacey. 17 Dec. 1840, William Rees. 12 Feb. 1841, George Burgess.

[Several minor share transactions follow. By a series of bills of sale dated between 6 Jan. 1836 and 7 Jan. 1837 the whole 64 shares were transferred to the Bristol General Steam Navigation Company.]

Registered anew No. 34 in 1843.

No. 34, 23 Nov. 1843.

Constructional details as above.

Owners : Bristol General Steam Navigation Company.

Masters : George Burgess. 17 Jan. 1848 ; William Rees. 11 Aug. 1857, Anthony Hill Forrest.

10 Aug. 1852 ; the whole sold to Henry White Hayman, and Walter Atkin Hayman, coal factors and co-partners trading as Hayman and Son, Liverpool.

Registered anew at Liverpool, 1852.

B.M., 27 Sept. 1834.—A splendid launch took place from the Steam Packet Yard on Thursday. . . . The *Osprey*, one of the large class steamers intended for the Irish trade.

B.M., 29 Aug. 1835.—The *Osprey* made the passage from Dublin to Bristol in 21½ hours, that is more than 12 miles an hour.

F.F.B.J., 9 Jan. 1841.—The *Osprey* (William Rees), ran from Bristol to Waterford in 17 hours ; the shortest run to date.

L.R. (various).—The *Osprey* was converted to ship rig and her engines removed. Her tonnage is thereafter shown as 465, and her dimensions—length 143·2', breadth 31·8', depth 14·3'. 1853–6, owner H. Hayman, Liverpool ; voyages Australia. 1859–65, owners, Tyson and Co., Liverpool ; voyages Africa. Out of register 1865–6.

WELSFORD. Built at Three Rivers, Prince Edward Island, 1834.

No. 9, 17 FEB. 1835.

Previous registry, Prince Edward Island No. 37 in 1834.

577½ tons ; length 129' 8" ; breadth (above) 31' 1" ; depth 23' 7".

2 decks ; 3 masts ; ship rig ; square stern ; no galleries ; man bust head.

Owner : Samuel Welsford, ship owner, Bristol.

Masters : Richard Pearse. 2 April 1836 (Liverpool), Samuel Andrews.

16 Jan. 1835 ; John Spencer Smith, gentleman, Charlottetown, sold the whole to S. Welsford.

Registered anew at London, 1838.

L.R. (various).—Altered to barque rig, 1843–5. 1839, owner Welsford, Bristol ; voyage Quebec. 1841–3, owner Welsford, London ; voyage Quebec. 1845, owner Welsford, Weymouth. Out of register 1845–7.

TIME. Built at Murray Harbour, Prince Edward Island, 1834.

No. 11, 28 FEB. 1835.

Previous registry, Prince Edward Island No. 38 in 1834.

161 $\frac{1}{2}$ tons; length 78' 4"; breadth (above) 21' 11"; depth 13' 6".

1 deck; 2 masts; brig rig; square stern; no galleries; bust head.

Owner: William Dyer, ship-wright, Bristol.

Masters: Henry Howell. 1 Oct. 1835 (Hull), George Ellis.

5 Feb. 1835; John Nicholas, ship-builder, Murray Harbour, with the consent of George Peake, Plymouth, mortgagee, sold the whole to W. Dyer.

Registered anew No. 42 in 1837.

No. 42, 20 DEC. 1837.

Constructional details as above, except tonnage and dimensions by new measurement—142 $\frac{3}{4}$ tons; length 75' 5"; breadth amidships 19' 5"; depth 13' 5".

Owner: as above.

Masters: George Ellis. 22 July 1841 (Dublin), John Dyer. 27 July 1841 (Dublin), Peter Grantham. 8 Oct. 1841 (Bathurst, Gambia), Thomas White. 4 Jan. 1842 (Dartmouth), William Pridham. 23 March 1842 (Dartmouth), Richard Farler. 13 July 1842 (Cardiff), Henry Sillis.

20 March 1838; the whole mortgaged to John Thomas Barry, Simon Ring and Edward Burke, merchants, trading as Barry, Ring and Burke, Cove of Cork.

Registry closed at Cork, 1844.

B.M., 27 Jan. 1838.—*Time* (Ellis), bound from Newport to Havannah, put into Cork with loss of rudder, seven days out.

B.M., 11 June 1842.—Brig *Time*, on the 9th, going down the river without a pilot, grounded on a rock at Pill and fell over. Since refloated and carried into Pill creek.

L.R. (various).—1839-43, owner W. Dyer, Bristol; voyages Marseilles. 1845, no owners or voyage named. Out of register 1845-7.

ANN. Built at Chepstow, 1818.

No. 21, 3 JUNE 1835.

Previous registry, Chepstow No. 5 in 1825.

162 $\frac{1}{2}$ tons; length 77' 9"; breadth (above) 21' 7"; depth 13' 1".

1 deck; 2 masts; brig rig; square stern; no galleries; woman bust head.

Owners: Thomas Bowman, merchant, and Stephen Randall Smith, master mariner, both of Bristol, 32 shares each.

Masters: S. R. Smith. 6 Feb. 1836 (London), Robert Anderson. 21 April 1836, S. R. Smith.

10 Aug. 1841; T. Bowman sold 32 shares to S. R. Smith.
 10 Oct. 1842; the whole sold to Francis Farr, gentleman, Bristol.
 Registered anew No. 30 in 1842.

No. 30, 2 Nov. 1842.

Constructional details as above.

Owner: Francis Farr, jr., gentleman, Bristol.

Master: Francis Farr, sr.

Registry closed at London, 1846.

Chepstow Registers.—Built by Buckle and Davis, snow rig.

Journal of Commerce (Liverpool), 1 Nov. 1941.—An article by Mr. Frank C. Bowen states.—'Captain Farr of the *Ann* was the first to bring a cargo of guano from the African island of Ichaboe.

Nautical Magazine, of several dates, contains references to the first cargo of African guano imported in the *Ann* (Farr), on charter to Norman McLeod of Liverpool.

L.R. (various).—1839-43, owners S. Smith and Co., Chepstow; voyages Trinidad. 1844-7, owners Farr and Co., Bristol; voyages Africa, Mediterranean and West Indies. Out of register 1847-9.

JUNO. Built at Bristol, 1835.

No. 26, 25 JULY 1835.

184 $\frac{3}{4}$ tons; length 78' 1"; breadth (below) 23'; depth 14' 5".

1 deck; 3 masts; square rig; square stern; quarter galleries; female bust head.

Owner: Robert Bartlett, ship builder, Bristol.

Master: William Henry Selman.

15 Sept. 1835; the whole sold to James Lyon, merchant, Bristol.

Registered anew No. 34 in 1835, on change of property.

No. 34, 17 Nov. 1835.

Constructional details as above.

Owner: James Lyon, merchant, Bristol.

Masters: John Jones. 20 July 1836, William Wakeham. 11 March 1837, Henry Cock.

28 Feb. 1837; the whole mortgaged to John Bates, general manager of the West of England and South Wales District Bank.

26 July 1838: John Bates, with Thomas Richard Guppy, sugar refiner, and Thomas Lewis, merchant, of Bristol, assignees of the estate of J. Lyon, bankrupt, sold the whole to James Rogerson, James Tasker and David Tasker, of Greenock, and John Sinclair, of St. Johns, N.F.L., merchants and co-partners trading as James Hunter and Co., Greenock.

Registry closed at Greenock, 1838.

B.M., 23 Sept. 1837.—First class brig *Juno* for sale, built by Mr. Robert Bartlett. . . . J. F. and A. Alexander, brokers.

BELIZE. Built at Ayres Quay, 1835.

No. 27, 6 AUG. 1835.

230 $\frac{3}{4}$ tons; length 84' 10 $\frac{1}{2}$ "; breadth (above) 25' 3 $\frac{1}{2}$ "; depth 15' 6".

1 deck; 2 masts; square rig; square stern; no galleries; no head.

Owner: James Swain, ship owner, Bristol.

Masters: James Swain. 29 Sept. 1835 (London), Henry Howell.

24 Jan. 1837; Sarah Swain, of Sea Mills Dock in the parish of Westbury-on-Trym, widow and administratrix of J. Swain, deceased, sold the whole to Mathew Robson, ship owner, Monkwearmouth.

Registered anew at Sunderland, 1837.

L.R. (various).—1843-9, owner Maxwell, Dundee; voyages St. Johns, Galatz, Mediterranean. 1851-64, owner Gordon, Sunderland; voyages coasting. Out of register 1864-6.

FAME. Built at Chepstow, 1835.

No. 35; 28 Nov. 1835.

155 $\frac{1}{4}$ tons; length 78' 4"; breadth (above) 21' 4"; depth 12' 11".

1 deck; 2 masts; brig rig; square stern; no galleries; female bust head.

Owners: Abraham Alexander, William Wolfe Alexander and Joseph Frankel Alexander, merchants and co-partners trading as J. F. and A. Alexander, Bristol.

Master: Abraham Alexander.

18 March 1836; the whole sold to James Poole, merchant, and William Barkett, master mariner, both of Liverpool, 32 shares each.

Registered anew at Liverpool, 20 May 1836.

B.M., 12 Dec. 1835.—For sale the hull of a brig, built at Brockwear, 155 $\frac{3}{4}$ tons.—J. F. and A. Alexander.

L.R. (various).—1839, owner Captain J. Birkett, Liverpool; voyage not stated. 1841-5, owners Poole and Co., Liverpool; voyages Monte Video. 1847, owner Macalister, Liverpool; voyage Rio Grand. Out of register 1847-9.

CLIFTON. Built at Bristol, 1835.

No. 37, 29 DEC. 1835.

578 $\frac{3}{4}$ tons; length 123'; breadth (above) 32' 3"; height 8'.

2 decks; 3 masts; ship rig; square stern; quarter galleries; bust head.

Owner: Frederick William Green, ship builder, Bristol.

Masters: Benjamin Green. 18 July 1837, Sidenham Green.

18 July 1837; the whole mortgaged to Samuel Briggs, Robert Thurburn, William Collard, Robert Thurburn, jr., and William Edward Acraman, merchants and co-partners trading as Briggs, Thurburn, Acraman, and Co., London.

Registry closed at London, 1839.

Green launched a further *Clifton* in May, 1837 (see Appendix A) and reports of the two vessels are somewhat confused. The *Clifton* of 1835 was advertised for Calcutta in *F.F.B.J.*, 6 May 1836 and subsequent issues. The advertisements state she was of 580 tons and her master was S. H. Green. She sailed under the agency of Messrs. D. E. and A. Acraman.

HEBER. Built at Whitby, 1835.

No. 38, 29 DEC. 1835.

443 $\frac{3}{4}$ tons; length 116' 9"; breadth (above) 28' 11"; depth 20' 6".

1 deck; 3 masts; square rig; square stern; quarter galleries; man bust head.

Owner: John Irving, ship owner, Bristol.

Masters: James Webb. 30 March 1836 (London), James Rae. 18 April 1836 (Portsmouth), William Knight. 8 Nov. 1836, John Carter Warren. 27 Feb. 1837 (Liverpool), John Campbell. 11 Jan. 1839, William Thomas.

Vessel lost in 1840.

L.R. (various).—Ship rig.

WILLIAM. Built at Newport, 1835.

No. 39, 29 DEC. 1835.

396 $\frac{3}{4}$ tons; length 112' 4"; breadth (above) 27' 9 $\frac{1}{2}$ "; depth 19' 6 $\frac{1}{2}$ ".

2 decks; 3 masts; ship rig; square stern; quarter galleries; man bust head.

Owner: John Irving, ship owner, Bristol.

Masters: James Webb. 11 June 1836 (Liverpool), William Thomas. 19 June 1837, Andrew Boyd.

15 June 1837; the whole sold to William Eccles, Robert Eccles, John Ronald, William Frederick Burnley and George Eccles, merchants trading as R. Eccles and Co., Glasgow.

Registered anew at Glasgow, 1837.

L.R. (various).—Altered to barque rig c. 1858. 1839–47, owners Eccles and Co., Glasgow; voyages Trinidad. 1849–52, owners Weild and Co., Glasgow; voyages Havannah. 1859–66, owner R. Stewart, Shields; voyages Spain. Out of register 1866–8.

ORESTES. Built at Bristol, 1835.

No. 40, 30 DEC. 1835.

529 $\frac{3}{4}$ tons; length 122' 9"; breadth (below) 30' 11"; height 6' 9".

2 decks ; 3 masts ; ship rig ; square stern ; quarter galleries ; man figure head.

Owners : George Hilhouse and Charles Hill, ship-builders and co-partners trading as G. Hilhouse and Co., Bristol.

Masters : Robert Brown Sheller. 13 Nov. 1837, Robert Jeffes. 28 Nov. 1837, Thomas Smith. 22 Dec. 1840 (London), Edward Cooke. 15 June 1842 (London), John Freeman Sanders. 2 Jan. 1844 (London), John Fenwick.

8 Sept. 1841 ; the whole sold to Robert Barclay, merchant, London.

24 May 1842 ; R. Barclay sold the whole to G. Hilhouse and Co.

7 Dec. 1842 ; George Hilhouse and Charles Hill, formerly trading as G. Hilhouse and Co., but now as Hilhouse, Hill and Co., sold 48 shares to R. Barclay, merchant, London.

13 March 1844 ; Arthur Kett Barclay and Thomas George Barclay, brewers, Southwark, and Robert Foster Reynolds, merchant, London, executors of Robert Barclay, deceased, sold 48 shares to Hilhouse, Hill and Co.

15 March 1844 ; G. Hilhouse and C. Hill sold 48 shares to R. F. Reynolds. Registered anew No. 6 in 1844.

No. 6, 18 MARCH 1844.

Constructional details as above.

Owners : Hilhouse, Hill and Co., merchants, Bristol, 16 shares ; Robert Foster Reynolds, merchant, London, 48 shares.

Masters : Charles Hill. 25 March 1844 (London), John Fenwick.

3 April 1846 ; Hilhouse, Hill and Co. sold 16 shares to Robert Gurney Barclay, merchant, London.

Registered anew at London, 1846.

B.M., 30 Jan. 1836.—For Madras, Calcutta and China. The fine new ship *Orestes*, 800 tons, Robert B. Sheller, commander, is intended to sail from hence about the 1st February, having good accommodation.—Apply Geo. Hilhouse and Co.

F.F.B.J., 17 Dec. 1836.—*Orestes* (Hether), for China, put back to Calcutta to discharge having been ashore in the Hoogly.

B.M., 8 June, 1839.—The *Orestes* from China with teas, arrived yesterday. She sailed on the 1st Feb. and made the passage home in 127 days.

F.F.B.J., 18 April 1840.—The ship *Orestes* with emigrants from Bristol reached Sydney on 23rd Nov. last after a fine run of 3 months and 11 days.

L.R. (various).—1839-47, owner Hilhouse, Bristol ; voyages China and Sydney. 1849-56, owner Charles Hill and Co., Bristol ; voyages Bombay and Cape of Good Hope. Last in register 1856.

A J A X. 4062. Built at Bristol, 1835.

No. 41, 30 DEC. 1835.

303½ tons ; length 99' 2" ; breadth (below) 26' 2" ; height 5' 9".

2 decks ; 3 masts ; ship rig ; square stern ; quarter galleries ; bust figure head.

Owners : George Hilhouse and Charles Hill, merchants trading as G. Hilhouse and Co., Bristol.

Masters : James Taylor. 23 March 1836, John Bruton. 14 Dec. 1838, Peter Stark.

9 Jan. 1840 ; 48 shares sold to Philip John Miles, esquire, Bristol.

2 Nov. 1844 ; Hilhouse, Hill and Co. sold 16 shares to Henry Bush, merchant, Bristol.

1 June 1845 ; H. Bush sold 16 shares to Philip William Skinner Miles, merchant, Bristol.

Registered anew No. 56 in 1845.

No. 56, 14 Oct. 1845.

Constructional details as above, except now square rig.

Owners : Philip William Skinner Miles, John William Miles, William Miles and Thomas Kington, merchants and co-partners trading as Miles and Kington, 48 shares ; P. W. S. Miles, 16 shares ; all of Bristol.

Masters : Peter Stark. 26 July 1847, Henry Cook. 2 Oct. 1847, Peter Stark. 14 Sept. 1849, John Sanders. 25 Jan. 1850, Peter Stark. 5 July 1853, John Sanders.

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22 Sept. 1856 ; the whole sold to William Turner, ship owner, Liverpool.

17 Dec. 1856 ; W. Turner mortgaged the whole to Thomas Turner, Carnarvon.

2 March 1858 ; T. Turner sold the whole to Matthew Isaac Wilson, ship owner, Liverpool.

22 March 1858 : M. I. Wilson sold the whole to Daniel McGrath, ship owner, Waterford.

10 July 1858 ; D. McGrath sold 32 shares to Alice Power, widow, Waterford.

19 Oct. 1858 ; D. McGrath sold 32 shares to Alice Power.

Vessel wrecked at Cindadella, Minorca, 13 Dec. 1862 ; registry closed 15 Jan. 1863.

Hilhouse Draughts, fol. 96 depicts this vessel.

F.F.B.J., 26 March 1836.—Advertisement. New ship *Ajax* for Mauritius direct. John Bruton, commander.—Geo. Hilhouse and Co.

F.F.B.J., 1 May 1847.—The *Ajax* (Stark), arrived at Jamaica on April 5th after the remarkably short passage of 30 days.

L.R. (various).—Altered to barque rig c. 1858. 1839–45, owner Hilhouse, Bristol ; voyages Jamaica and Trinidad. 1847–56, owners Mileses and Co., Bristol ; voyages Jamaica, Trinidad and Black Sea (the latter during the Crimean War). 1859–61, owner McGrath, Waterford ; voyages Quebec.

ABBOTSFORD. Built at Southwick, 1835.

No. 5, 27 FEB. 1836.

Previous registry, Newcastle No. 81 in 1835.

407 $\frac{3}{4}$ tons; length 110' 5"; breadth (above) 28' 10"; height 6' 6".

2 decks and a poop deck; 3 masts; barque rig; square stern; no galleries; man bust head.

Owner: John Irving, merchant, Bristol.

Masters: Thomas Hicks. 1 Feb. 1842 (Calcutta), John Ross. 3 June 1843 (Liverpool), Henry Buckland. 28 Jan. 1847, James Marshall.

Vessel burnt; registry cancelled at Prince of Wales Island, 20 March 1850.

F.F.B.J., 9 April 1836.—Barque *Abbotsford* (Hicks), bound Bristol to Boston, has put into Ilfracombe in a sinking state, having been ashore at Lundy in charge of a pilot.*L.R.* (various).—1839-49, owner, J. Irving, Bristol; voyages (1845) Bombay, (1847) Calcutta, (1849), Singapore, other years not stated.*F.F.B.J.*, 30 March 1850.—*Abbotsford* (Marshall), London for Singapore, put into Penang on 31st January, her cargo of coals having ignited. She was scuttled much damaged.[It is believed the *Abbotsford* was raised and used as a hulk at Penang for some years. An *Abbotsford*, 425 tons, Off. No. 30907, registered at Penang, appears in the *Mercantile Navy List* c. 1868.]**ADVOCATE.** Built at Monkwearmouth, 1835.

No. 10, 22 MARCH 1836.

Previous registry No. 445 in 1835. [Presumably at Sunderland.]

296 $\frac{3}{4}$ tons; length 95' 5"; breadth (above) 26' 9 $\frac{1}{2}$ "; depth 18' 7".

1 deck and a poop deck; 3 masts; barque rig; square stern; false galleries; bust head.

Owners: William Brass, Bristol, and James Stanes, Peckham, both ship owners, 32 shares each.

Masters: Chares Payne. 28 June 1837 (London), Thomas Wilkinson. 1 Oct. 1845 (London), William Garrick.

12 April 1836; William Brass sold 11 shares to Charles Wait, sail-maker, Bristol.

12 April 1836; J. Stanes sold 11 shares to Emanuel Wait, sail-maker, Bristol.

Registered anew at London, 1847.

L.R. (various).—1839-45, owners Stanes and Co.; voyages South River. 1847-9, owners Donald and Co., London; voyages Baltimore. Out of register 1849-51.

FERONIA. Built at Brockweir, 1836.

No. 24, 17 MAY 1836.

160 tons o.m.; 157 $\frac{4}{10}$ tons n.m.; length 76.6'; breadth 18.7'; depth 13.2'.

1 deck; 3 masts; barque rig; square stern; no galleries; bust head.

Owners: John Cundy, master mariner, 32 shares; William Cook, sail-maker, 16 shares; and David Morgan, ship owner, 16 shares; all of Bristol.

Masters: John Cundy. 5 Oct. 1837, Alfred Dunn. 6 July 1839, James Marshall. 15 May 1840, William George Taylor.

3 Sept. 1841; Harriet Morgan, executrix of David Morgan, deceased, sold 16 shares to W. Cook.

Vessel lost on the coast of Spain, 1843.

L.R. (various).—Built at Chepstow. 1839–41, owners Cundy and Co.; voyages Jamaica and Cape of Good Hope.

B.M., 8 April 1843.—*Feronia* (Taylor), Cardiff to Palermo, wrecked 15 miles north of Cape St. Vincent. The master and five men drowned.

IDAS. Built at Ilfracombe, 1833.

No. 45, 4 AUG. 1836.

Previous registry, Swansea No. 7 in 1833.

158 $\frac{1}{2}$ tons o.m.; 156 $\frac{1}{10}$ tons n.m.; length 71.2'; breadth 19.9'; depth 14.1'.

1 deck; 2 masts; brig rig; square stern; no galleries; man bust head.

Owners: James Banfield, mariner (16), Henry Nicholls Jones, merchant (4), and John Cundy, mariner (8), all of Bristol. Andrew Bruce, gentleman, Swansea (4). John Banfield, printer (5) and Maria Banfield, spinster (3), both of Ilfracombe. Henry Harvey, merchant (8), John Harvey Trevethick, baker (4), Richard Trevethick, agent (4); and Francis Harvey, agent (4), all of Hayle. John Rogers, ship broker (4) of London.

Masters: James Banfield. 5 Dec. 1838 (Glasgow), John Perry.

25 April 1837; H. N. Jones sold 4 shares to Hester Hollister Jones, spinster, Bristol.

11 March 1839; the whole (Emma Banfield being administratrix of James Banfield, deceased; Ann Cundy executrix of John Cundy, deceased; and David Nichol, surgeon, Swansea, administrator of Andrew Bruce) sold to William Cook, sail-maker, Bristol.

Registered anew No. 12 in 1839.

No. 12, 26 MARCH 1839.

Constructional details as above, except now square rig.

Owner : William Cook, sail-maker, Bristol.

Masters : William Potts. 13 Sept. 1843 (London), William Muir. 12 Aug. 1845, Thomas Woodcock. 28 April 1846, John B. Evans. 29 Oct. 1849, William W. Litton. 18 Jan. 1850, William Morgan. 7 Feb. 1852 (London), William Potts. 23 Aug. 1852, Robert Heard. 3 Aug. 1853, Aldred Collard.

16 March 1839 ; W. Cook sold 16 shares to William Potts, master mariner, Bristol.

7 April 1845 ; W. Potts sold 16 shares to W. Cook.

Registered anew at London, 1845.

L.R. (various).—1839–41, owners J. Banfield and Co., Swansea ; voyages Mediterranean. 1843–52, owners Cook and Co., Bristol ; voyages Mediterranean, Venice, West Indies, Baltic. 1854–9, owner A. Rattray, London ; voyages West Indies and Teneriffe. Last in register 1859.

NEPTUNE. Built at Chepstow, 1836.

No. 51, 24 AUG. 1836.

499 $\frac{1155}{1000}$ tons ; length 104' ; breadth 24·6' ; depth 20'.

1 deck and a poop deck ; 3 masts ; ship rig ; square stern ; quarter galleries ; male bust head.

Owner : John Irving, merchant, Bristol.

Masters : John Irving. 25 Aug. 1836 (Chepstow), James Ray.

Registered anew at Liverpool, 1837.

L.R. (various).—1839, no owners or voyage shown. 1841–5, owners Lockett and Co., Liverpool ; voyages Valparaiso and Bombay. Out of register 1845–7.

KING WILLIAM. Built at Whitby, 1831.

No. 55, 12 SEPT. 1836.

Previous registry, Whitby No. 14 in 1831.

380 $\frac{1}{2}$ tons ; length 108' ; breadth (above) 28' 10" ; depth 19' 7".

1 deck ; 3 masts ; ship rig ; square stern ; quarter galleries ; bust figure head.

Owners : William Brass, Bristol, and James Stanes, Peckham, 32 shares each, both ship owners.

Master : George Thomas.

8 Sept. 1836 ; W. Brass and T. Stanes each sold 6 shares to William Cross, merchant, Bristol.

Registered anew No. 14 in 1840.

No. 14, 18 MARCH 1840.

Constructional details as above, except now square rig.

Owners : William Brass, ship owner, 26 shares, and William Cross, merchant, 12 shares, both of Bristol ; with James Stanes, ship owner, Peckham, 26 shares.

Masters : William Brass. 25 Mar. 1840 (London), George Thomas.

Registered anew at London, 1842.

B.M., 20 March 1837.—Advertised as 600 tons, Captain George Thomas, bound for New York. 'Most superior accommodation' for passengers.

F.F.B.J., 25 Jan. 1840.—The *King William* (Thomas), bound from Calcutta to London, put into Mauritius on 25th October last, leaky.

L.R. (various).—1841, owner Brass, London ; voyage Sydney. 1843, owners Smith and Co., London ; voyage Hobart Town. 1845-7, owners Forster and Co., London ; voyages not shown. 1849, owners Frost and Co., London ; voyage Sydney. 1851-2, owners Ledger and Co., London ; voyages Australia. 1855-6, owner E. Oliver, Liverpool ; voyage Africa. Out of register 1856-9.

CAROLINE. Built at Bristol, 1836.

No. 2, 3 JAN. 1837.

308 $\frac{4}{16}$ tons o.m. ; 397 $\frac{2}{16}$ tons n.m. ; length 95'8' ; breadth 23'7' ; depth 18'5'.

2 decks ; 3 masts ; ship rig ; square stern ; quarter galleries ; female bust head.

Owners : James Cunningham and Henry Robley, merchants and co-partners trading as Cunningham and Robley, 48 shares ; Thomas Brooks, master mariner, 16 shares ; all of Bristol.

Masters : Thomas Brooks. 11 Sept. 1840, James Salter. 24 Feb. 1841, Thomas Brooks.

19 May 1845 ; Cunningham and Robley sold 48 shares to J. Cunningham. Registered anew No. 37 in 1845.

No. 37, 30 JULY 1845.

Constructional details as above, except now square rig.

Owners : James Cunningham, merchant, 48 shares ; Thomas Brooks, master mariner, 16 shares ; both of Bristol.

Masters : Thomas Brooks. 10 Aug. 184- [*sic*], Thomas Brooks, jr.

Vessel burnt in the West Indies, 1851.

Hilhouse Draughts, fol. 96, depicts this vessel.

L.R., 1839-51.—Owner Cunningham, Bristol ; voyage Tobago.

FALCON. Built at Exploits Bay, Newfoundland, 1835.

No. 9, 16 MARCH 1837.

Previous registry, St. Johns No. 96 in 1836.

240 tons o.m. ; $171\frac{11}{16}$ tons n.m. ; length 84·8' ; breadth 21·9' ; depth 13'.

1 deck ; 3 masts ; barque rig ; square stern ; no galleries ; bust head.

Owners : Richard Ferris and John Butler, Bristol, with John Butler Bulley of St. Johns, N.F.L., and James Henry Butler, Liverpool, merchants and co-partners trading as Ferris, Butler and Co.

Master : Peter Huie.

Vessel lost in the Atlantic Ocean, 1838.

ELIZABETH. Built at Chepstow, 1837.

No. 21, 3 JUNE 1837.

407 $\frac{1}{4}$ tons o.m. ; 524 $\frac{11}{16}$ tons n.m. ; length 113·2' ; breadth 25·3' ; depth 19·3'.

1 deck and a poop deck ; 3 masts ; ship rig ; square stern ; quarter galleries ; female figure head.

Owner : John Irving, merchant, Bristol.

Masters : John Irving. 29 Aug. 1837, William Thomas.

Vessel lost at Madras, 1838.

B.M., 31 March 1838.—The new ship *Elizabeth* (Thomas), bound from Bristol to Madras and Calcutta, was ashore on 9th January at Linga Chetty Choultry, 57 miles south of Madras. Crew and passengers saved.
B.M., 28 April 1838.—The *Elizabeth* is condemned, materials saved.

AMELIA. Built at Bristol, 1837.

No. 29, 11 JULY 1837.

245 $\frac{5}{8}$ tons o.m. ; 254 $\frac{11}{16}$ tons n.m. ; length 85·7' ; breadth 22·6' ; depth 17·3'.

1 deck ; 3 masts ; barque rig ; square stern ; quarter galleries ; female bust head.

Owners : James Pullen Hinton, solicitor, 30 shares ; Henry Chidgey Quinton, timber merchant, 28 shares ; and Lovell Pilter, ship-broker, 6 shares ; all of Bristol.

Masters : Robert Bartlett. 23 Dec. 1837, John Denton. 15 Oct. 1842 (Liverpool), William Luens. 19 Jan. 1843, Thomas Allen.

30 Oct. 1837 ; J. P. Hinton sold 30 shares, and L. Pilter 6 shares, to H. C. Quinton.

30 Oct. 1837 ; H. C. Quinton sold the following shares—8 to James Gent Wood, attorney-at-law ; 8 to John Salmon, timber merchant ; 8 to John Fisher, wine merchant ; 7 to William Smith, provision merchant ; and 8 to Thomas Barton, master mariner ; all of Bristol.

19 Sept. 1839 ; T. Barton sold 8 shares to H. C. Quinton.

18 March 1841 ; J. Salmon sold 8 shares to John Fisher.

14 July 1840 ; J. G. Wood sold 8 shares to J. Fisher.

24 Nov. 1845 ; H. C. Quinton sold 24 shares, J. Fisher sold 24 shares, and W. Smith sold 16 shares, all to Richard Jenkins Poole King and William Thomas Poole King, trading as R. and W. King, Bristol.

Registered anew No. 8 in 1846.

No. 8, 13 FEB. 1846.

Constructional details as above, except now square rig and no galleries.

Owners : R. J. P. King and W. T. P. King, trading as R. and W. King, Bristol.

Master : Charles Thomas Rudge.

Vessel lost at Piccaninny Bassam, 1847.

B.M., 22 July 1837.—' For sale by private contract, the fine new barque *Amelia*. This vessel was launched from Mr. Bartlett's yard on the 20th inst., where she can be inspected.'

L.R. (various).—1839-45, owners Quinton and Co., Bristol ; voyage Demerara. 1846-7, owners R. and W. King, Bristol ; voyage Africa.

F.F.B.J.—23 Oct. 1847.—The *Amelia* (Rudge), bound from Bristol to Africa, parted her cables and was wrecked on the beach at Piccaninny Bassam on 2nd August. Three men were drowned, one was killed by the natives and the others purchased their lives with rum saved from the wreck.

GREAT WESTERN. Built at Bristol, 1837.

No. 33, 2 SEPT. 1837.

709 $\frac{1}{2}$ tons o.m. ; 679 $\frac{1}{2}$ tons n.m. ; length 207·1' ; breadth 31·8' ; depth 23·1'.

2 decks ; 4 masts ; schooner rig ; round stern ; false galleries ; Neptune figure head ; propelled by steam ; engine room 80·4' long, and 641 $\frac{1}{2}$ tons.

Owners : John Harford, Joseph Cookson and John Vining, esquires, Bristol, trustees of the Joint Stock Company called the Great Western Steamship Company.

Masters : James Hosken. 7 June 1844, Barnard R. Matthews.

Registered anew at London, 1847.

Much has been written of this vessel, the first steamship built for the Atlantic trade. She was built by William Patterson in the yard owned by him and his partner, Mercer, at Wapping, Bristol, and launched on 19 July 1837. She went to the Thames to be engined by Maudslay and Field and returned to Kingroad, whence she commenced her first voyage to New York on 8 April 1838. She was employed in the New York service, latterly sailing from Liverpool, until the end of 1846. In April 1847 she was sold to the West India Royal Mail Steam Packet Company and ran

from Southampton to the West Indies until October 1856, when she was sold and broken up on the Thames. The original manuscript logs of the first Atlantic voyage are preserved in the Bristol Central Library. A slightly 'edited' version of the logs, with other information, was published in *The Logs of the First Voyage made with the Unceasing Aid of Steam, between England and America, by the Great Western of Bristol* . . . by Christopher Claxton (pub. Bristol: Mirror Office, 1838). Some account of the *Great Western's* activities will be found in Latimer's *Annals* . . . 19th Century, pp. 218 and 221; also in Wells' *Short History of the Port of Bristol*, pp. 67, 69-73, 76, 78. A complete account of her career will be found in *The Mariner's Mirror*, Vol. XXIV (1938), pp. 131-52, in a paper by Grahame E. Farr.

GRAHAM. Built at Whitby, 1837.

No. 36, 27 Oct. 1837.

Previous registry, Whitby No. 46 in 1837.

319 $\frac{2}{3}$ tons o.m.; 402 $\frac{1}{3}$ tons n.m.; length 98.2'; breadth 24.3'; depth 10'.

1 deck with poop and forecastle decks; 3 masts; barque rig; square stern; false galleries; woman bust head.

Owners: Thomas Finlay, master mariner, Brunswick Square, Middlesex, 21 shares; George Robinson, 22 shares, and John Davey, jr., 21 shares, merchants, Port Louis, Mauritius.

Masters: Francis Allen. 1 April 1840 (London), H. W. D. Mitchell. 22 March 1845 (London), James Munro. 27 May 1846 (Southampton), Thomas Corder Beach.

23 Oct. 1837; John Irving, merchant, late of Whitby, now of Bristol, sold the whole as detailed above.

12 May 1846; the whole sold to George Henderson, esquire, James Lefeuvre, merchant, and Richard Jordan, gentleman, all of Southampton; Thomas Robinson Davison, computer of averages, and Joseph Liggins, merchant, both of London; all trustees of the Southampton and Emigration Shipping Co.

Vessel registered anew at Southampton, 1846.

L.R. (various).—1841, owners Finlay and Co., London; voyage Mauritius. 1843, owner Robinson, London; voyage Bombay. 1845, owner T. Findlay, London; voyage Sydney. 1847, owners 'So Emigra Sh. Co.'; voyage Bermuda. 1849, owners Soutter and Co., London; voyage Hobsons Bay. Out of register 1849-51.

NIGER. Built at Bristol, 1837.

No. 38, 14 Nov. 1837.

170 tons o.m.; 162 $\frac{1}{3}$ tons n.m.; length 80.4'; breadth 19.8'; depth 13.9'.

1 deck ; 3 masts ; barque rig ; square stern ; no galleries ; woman bust head.

Owners : Richard Jenkins Poole King and William Thomas Poole King, merchants trading as R. and W. King, Bristol.

Masters : Henry Ratcliffe. 19 Aug. 1839, James Merritt.

Vessel lost at Cape Mesurada, 1841.

L.R. (various).—Built at Pill. Voyages Africa.

WILLIAM THOMPSON. Built at Rotherhithe, 1831.

No. 40, 28 Nov. 1837.

Previous registry, London No. 207 in 1835.

223 $\frac{1}{2}$ tons ; length 86' ; breadth (above) 24' 3" ; height 5' 8".

1 deck and a half-deck ; 3 masts ; square rig ; square stern ; no galleries ; woman bust head.

Owners : Walter Craufuird Bernard and Charles Edward Bernard, merchants and co-partners trading as C. E. and W. C. Bernard, Bristol.

Master : Thomas Roberts.

Registered anew No. 31 in 1840.

No. 31, 29 JUNE 1840.

Constructional details as above, except rig not now stated.

Owners : as above.

Master : as above.

1 May 1843 ; 16 shares sold to Edward Drew, ship owner, Bristol.

10 Oct. 1843 ; 16 shares sold to Thomas Daniel, Bristol and John Daniel, London, merchants and co-partners as T. Daniel and Sons.

30 April 1844 ; 32 shares sold to C. E. Bernard.

11 Oct. 1845 ; E. Drew sold 16 shares to William Drew, merchant, Bristol.

13 May 1847 ; C. E. Bernard sold 32 shares, and Daniel and Sons sold 16 shares, all to George Whitwill, ship owner, Bristol.

Registered anew No. 19 in 1847.

No. 19, 31 MAY 1847.

Constructional details as above, except now square rig.

Owners : George Whitwill, ship owner, 48 shares ; and William Drew, merchant, 16 shares ; both of Bristol.

Master : George Erwin.

26 May 1847 ; W. Drew, late of Bristol, now of Hamilton Terrace, Middlesex, ship owner, sold 16 shares to William Taylor Chamberlain, accountant, Bristol.

9 Aug. 1849 ; W. T. Chamberlain sold 16 shares to G. Whitwill.

Registered anew at Limerick, 1852.

F.F.B.J., 6 Dec. 1851.—The *William Thompson* (Erwin), bound from Trieste to Galway, when entering Galway on 27th November, got on shore and is greatly strained and logged [*sic*], and has several feet of water in the hold.

L.R. (various).—1841–5, owner Barnard, Bristol; voyage Jamaica. 1849–52, owner Whitwill, Bristol; voyage (1851) U.S.A. 1854–5, owner W. Carroll; Limerick; voyage Barbados. Barque rig. Last in register 1855.

WEST. Built at Brockweir, 1837.

No. 4, 10 JAN. 1838.

148 $\frac{3}{4}$ tons o.m.; 161 $\frac{57}{100}$ tons n.m.; length 78·3'; breadth 18·2'; depth 13·5'.

1 deck; 2 masts; brig rig; counter stern; no galleries; bust head.

Owner: Edward Hill West, merchant, Bristol.

Master: Francis Farr. 28 Dec. 1838, Hafod Weir.

9 Jan. 1839; 32 shares sold to Hafod Weir, master mariner, Bristol.

Vessel lost at Honduras, 1839.

ANNA. 23208. Built at Kingston-on-Hull, 1837.

No. 7, 23 JAN. 1838.

382 $\frac{3}{4}$ tons o.m.; 434·46 tons n.m.; length 107·8'; breadth 24·6'; depth 19·5'.

1 deck; 3 masts; square rig; square stern; quarter badges; woman figure head.

Owners: George Henry Ames, Hugh Duncan Baillie and James Evan Baillie, merchants and co-partners trading as Evan Baillie, Sons and Co., Bristol.

Masters: John Jones. 8 Sept. 1845; Richard Charles. 4 Oct. 1847, William Eames.

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1 Aug. 1856; the whole sold to Francis William Bulben and Frederick William Hancock, bankers, London.

Registered anew at London 26 Aug. 1856.

B.M., 10 Feb. 1838.—'Very Quick Passage'.—The *Anna* (Jones), owned by Baillie and Co., intended for the West India trade, arrived in Kingroad on the 7th from Hull, having started on the 3rd.

L.R. (various).—Ship rig. 1839–56, owners Baillie and Son, Bristol; voyages West Indies and Demerara. 1859–61, owners Bullen and Co., London; voyages not stated. Out of register 1861–4.

RUBY. Built at Bristol, 1838.

No. 8, 24 JAN. 1838.

341 $\frac{8}{16}$ tons o.m.; 443 $\frac{13}{16}$ tons n.m.; length 106·6'; breadth 23·7'; depth 18·7'.

2 decks; 3 masts; square rig; square stern; quarter galleries; bust head.

Owners: George Hilhouse and Charles Hill, merchants and co-partners trading as G. Hilhouse and Co., Bristol.

Masters: John D. Wilson. 27 June 1839, John Richardson Myhill. 24 Jan. 1842, Thomas Dangerfield. 4 March 1845 (London), Thomas Daniel Allen.

27 Nov. 1843; the whole sold to John Butcher, merchant, London.

Registered anew at London, 1845.

Hilhouse Draughts, fol. 72 depicts this vessel.

B.M., 10 June 1843.—The *Ruby* (Dangerfield), sailed from Newport with 490 tons of steam coal for Hong Kong on the 5th. This is the first vessel to China since the war, and is believed to be the first shipment of coal to the East.

L.R. (various).—Ship rig. 1839–45, owner Hilhouse, Bristol; voyages Mauritius, Sydney, Hong Kong. 1846–56, owners Halls and Co., London; voyages Bombay, East Indies. Out of register 1856–9.

EUPHEMIA. Built at Prince Edward Island, 1829.

No. 10, 25 JAN. 1838.

Previous registry, Exeter No. 60 in 1836.

177 $\frac{7}{16}$ tons o.m.; 163 $\frac{4}{16}$ tons n.m.; length 81'; breadth 19·5'; depth 12·5'.

1 deck; 2 masts; square rig; square stern; no galleries; woman bust head.

Owner: William Cook, sail-maker, Bristol.

Master: William Goldsworthy.

25 Jan. 1838; W. Cook sold 15 shares to Ferdinand Beeston, merchant; 15 to William Heard, master mariner; and 4 to William Galsworthy, master mariner; all of Bristol.

Registered anew No. 10 in 1842.

No. 10, 17 MARCH 1842.

149 $\frac{3}{16}$ tons n.m.; breadth 19·2'; depth 12·2'; otherwise details as above.

Owners: William Cook, sail-maker, 30 shares; William Heard, master mariner, 15; William Galsworthy, master mariner, 4; and Ferdinand Beeston, Merchant, 15; all of Bristol.

Masters: William Galsworthy. 8 Nov. 1844 (Newport), Edwin Marshall.

6 Dec. 1845 ; W. Heard sold 15 shares to W. Cook.
Registry closed at Whitby, 1848.

L.R. (various).—Brig rig. Built at 'Bdque'—probably Baddeck, Cape Breton Island. Lengthened in 1836. 1839–45, owners Cook and Co., Bristol ; voyages St. Kitts and Mediterranean. Out of register 1845–7.

HUTCHINSON. Built at Ulverston, 1825.

No. 15, 15 MARCH 1838.

Previous registry, Cork No. 36 in 1834.

289 $\frac{3}{4}$ tons : length 98' 8" ; breadth (above) 26' ; depth 18' 2".

1 deck ; 3 masts ; barque rig ; square stern ; false galleries ; woman bust head.

Owner : Henry Tudor Parfitt, master mariner, Bristol.

Masters : Samuel Wakeham. 26 Feb. 1841, Edward Thomas White.

25 Jan. 1838 ; John Carroll, merchant, sold 33 shares ; Barcroft Haughton Carroll, sold 10 ; and Joshua Hargrave, sold 21 (all merchants, Cork) ; to James Logan, merchant, Liverpool.

19 Feb. 1838 ; J. Logan sold the whole to H. T. Parfitt.

Vessel lost at Gambia, 1841.

CHELYDRA. 14082. Built at Newport, 1838.

No. 17, 22 MARCH 1838.

320 $\frac{3}{4}$ tons o.m. ; 349 $\frac{8}{10}$ tons n.m. ; length 105.5' ; breadth 22.9' ; depth 16.2'.

1 deck, with poop and forecastle decks ; 3 masts ; ship rig ; square stern ; quarter galleries ; woman head.

Owners : David Smale, master mariner (15 shares) ; George Donne, surgeon (5) ; Charles Whitting, jr., plumber (6) ; William Cook, sail-maker (8) ; William Bishop Peck, gentleman (4) ; Edward Ellis Peck, gentleman (4) ; Benjamin Charles Quick, silversmith (4), all of Bristol ; and Charlotte Harvey, spinster, Brislington, Somerset (18).

Masters : David Smale. 4 Jan. 1844 (London), David D. Wishart. 3 April 1844 (London), John Williams.

22 March 1838 ; D. Smale sold 3 shares to Richard Vaughan, tallow chandler, Bristol.

20 Jan. 1843 ; D. Smale, late of Bristol, now of New Zealand, sold 12 shares to Charlotte Harvey.

6 April 1844 ; C. Harvey sold 30 shares ; W. Cook sold 8 ; C. Whitting, jr. sold 6 ; G. Donne sold 5 ; W. B. Peck sold 4 ; Francis Quick and John Ford Bevier, gentlemen, Bristol, executors of William Quick, deceased, who was executor of B. C. Quick, sold 4 ; and R. Vaughan,

late of Bristol, now of Liverpool, sold 3; the whole 60 shares to Edward Wright Anderson, gentleman, London (32); Henry Joseph Madge, grocer, Swansea (16); and Henry James Bath, merchant, Swansea (12). 12 April 1844; E. E. Peck sold 4 shares to H. J. Bath. Registered anew at London, 1844.

B.M., 14 Jan. 1838.—Advertisement. 'For Calcutta, will leave Bristol 20th March, the new ship *Chelydra*, Captain Smale, built expressly for the India trade on an improved model. Superior accommodation for passengers and carries a surgeon.—D. E. and A. Acraman.'

L.R. (various).—Altered to barque rig 1849–51. 1839–44, owners Harvey and Co., Bristol; voyages Calcutta. 1845–9, owner Anderson, London; voyages Valparaiso. 1850–60, owners Madge and Co., Swansea; voyages Coquimbo, or South America. 1861–8, owners Hutchinson and Co., Monkwearmouth (vessel still registered at Swansea); voyages South America and (1868) Cape of Good Hope. *Posted* 'wrecked' in 1868 issue. B.O.T. Wreck Returns.—Totally lost near Newcastle, N.S.W., on 16 Feb. 1868.

DORCHESTER. Built at Quebec, 1832.

No. 18, 27 MARCH 1838.

Previous registry, Liverpool No. 59 in 1837.

416 $\frac{1}{2}$ tons; length 111'; breadth (above) 29'; depth 20' 7".

1 deck; 3 masts; barque rig; square stern; no galleries; man bust head.

Owners: Mark Whitwill, ship owner, 16 shares; George Whitwill, ship owner, 16; Joseph Buckle, gentleman, 16; and James Trenfield, gentleman, 16; all of Bristol.

Master: William Cockerell.

Vessel wrecked at Milford, 1839.

L.R., 1839.—Ship rig. Owner Whitwill, Bristol; voyage Quebec.

F.F.B.J., 27 July 1839.—The *Dorchester*, bound from Quebec to Bristol, is stranded near Laugharne. Crew saved.

F.F.B.J., 17 Aug. 1839.—'Milford, August 15th.—The *Dorchester* (Cockerell), left Tenby yesterday morning in tow of two steam tugs. When below Caldy Island they encountered heavy seas and the *Dorchester* strained badly in a cross sea. She set headsails but still drove to leeward, eventually getting into broken water where the tugs had to let go. She drifted into Mill Bay, under St. Annes Lights, and there became a total wreck.'

F.F.B.J., 5 Oct. 1839.—Materials of *Dorchester* advertised for sale.

PHŒNIX. 3816. Built at Bristol, 1838.

No. 19, 6 APRIL 1838.

167 tons o.m.; 134 $\frac{2}{3}$ tons n.m.; length 131' 8"; breadth 18'; depth 12' 8'.

1 deck ; 2 masts ; schooner rig ; square stern ; false galleries ; bird figure head ; propelled by steam ; engine room 42·6' long and 106 $\frac{11}{16}$ tons.

Owners : George Lunell, William Henry Marshall and Thomas Cole, merchants, Bristol, three of the trustees of the Bristol General Steam Navigation Company.

Masters : John Gilmore, jr. 11 Aug. 1842, Thomas Jackson.

Registered anew No. 7 in 1854.

No. 7, 7 FEB. 1854.

189 $\frac{11}{16}$ tons ; length 143' ; breadth 18·4' ; depth 12·5' ; otherwise details as above. Propelled by paddles ; engine room 39·5' , and 98 $\frac{11}{16}$ tons.

Owners : Thomas Fyson, Charles Peter Brandstrom Howell and Mark Whitwill, trustees of the Bristol General Steam Navigation Company.

Masters : William Parfitt. 9 Nov. 1854, James Craddy.

(1A/83)

Registered anew No. 24 in 1856.

No. 24, 31 MARCH 1856.

241·42 tons gross, 164·69 tons nett ; length 148·1' ; breadth 25·9' ; depth 12·5' ; other details as above, except now a scroll figure head. Engines 120 h.p. ; engine room 39·3'.

Owners : The Bristol General Steam Navigation Company.

Vessel broken up ; registry closed 2 Sept. 1859.

B.M., 8 July 1837.—The *Phoenix*, steamer, will be launched by Messrs. George Lunell and Co., on 20th July at Bristol Regatta.

[There are many references to the *Phoenix* in the contemporary Press. She was at first employed between Bristol and Dublin, and spent periods on the Waterford and Wexford routes, but the greater part of her career was spent plying between Bristol and Tenby with occasional calls at Carmarthen and Milford Haven.]

WILLIAM MONEY. Built at Kidderpore, 1820.

No. 20, 16 APRIL 1838.

Previous registry, Quebec No. 17 in 1836.

834 $\frac{1}{2}$ tons ; length 142' 3" ; breadth (below) 36' 7" ; depth 26' 6".

2 decks and a poop deck ; 3 masts ; square rig ; square stern ; quarter galleries ; man figure head.

Owners : William Edward Acraman, Alfred John Acraman and Daniel Wade Acraman, co-partners trading as D. E. and A. Acraman, 56 shares ; Frederick William Green, 8 shares ; all merchants, Bristol.

Masters : Henry Bouchier. 18 Dec. 1839 (London), Sydenham Green. 28 July 1841, William Bickford.

[Details of the shares purchased on 15 Feb. 1838 by the above named, from a number of merchants of London, Glasgow, Quebec and Montreal, here omitted for reasons of space.]

20 Nov. 1841; D., E. and A. Acraman mortgaged 56 shares to Philip John Miles, John Scandret Harford, Abraham Grey Harford Battersby, Thomas Kington Bayly and John William Miles, bankers and co-partners trading as Miles, Harford and Co., Bristol.

11 July 1845; J. S. Harford, A. G. H. Battersby, T. K. Bayly and J. W. Miles, surviving partners of P. J. Miles, together with Thomas Fyson, warehouseman, Robert Castle, distiller, and Edward Mant Miller, gentleman, all of Bristol, official assignees of the estate and effects of Messrs. D., E. and A. Acraman, bankrupts, sold 56 shares to F. W. Green.

Registered anew at London, 1845.

No. 36, 28 Oct. 1850.

Previous registry, London No. 443 in 1845.

Constructional details as above, except height 6' 5" given in place of depth, and now ship rig.

Owner: Frederick William Green, ship owner, Bristol.

Master: John Mark Buckle.

13 Dec. 1853; the whole sold to George Gibbs and Robert Bright, merchants, Bristol, with Samuel Bright and Tyndall Bright, merchants, Liverpool, all co-partners trading as Gibbs, Bright and Co.

Registered anew at Liverpool, 1853.

L.R. (various).—Built at Calcutta of teak, saul and oak. 1841–53, owners Green and Co., Bristol; voyages Australia and Calcutta. 1854–56, owners Gibbs and Co., Liverpool; voyages Australia. Out of register 1856–9.

QUEEN OF BRITAIN. 19146. Built at Gloucester, 1838.

No. 23, 27 APRIL 1838.

160 $\frac{1}{4}$ tons o.m.; 166 tons n.m.; length 76·8'; breadth 19·3'; depth 13·4'.

1 deck and a poop deck; 2 masts; snow rig; counter stern; no galleries; bust head.

Owner: John Irving, merchant, Bristol.

Masters: William Johns. 12 Sept. 1838, John Sumner.

11 Oct. 1839; J. Irving sold 48 shares to Thomas Robinson Jackson, gentleman, and 16 shares to Joseph Arthur Ballantine, accountant, both of Bristol.

Registered anew No. 37 in 1839.

No. 37, 19 OCT. 1839.

Constructional details as above.

Owners : T. R. Jackson and J. A. Ballantine, Bristol.

Master : Joseph Follett.

6 April 1843 ; the whole sold to Gerald FitzGibbon, master mariner, Limehouse.

Registered anew No. 11 in 1843.

No. 11, 17 APRIL 1843.

Constructional details as above, except now square stern and female bust head.

Owner : Gerald FitzGibbon, master mariner, Limehouse.

(Registered at this port by Board's Order, No. 110, dated 13th April 1843, under Acts 3 and 4 William IV, ch.55, sec.10.)

Master : Gerald FitzGibbon.

22 April 1843 ; the whole sold to Thomas Scrutton, ship broker, London.

Registered anew at London, 1849.

No. 36, 30 SEPT. 1857.

Previous registry, London in 1849.

144.84 tons ; length 78.2' ; breadth 21.2' ; depth 13.2'.

1 deck ; 2 masts ; brig rig ; square stern ; no gallery ; woman bust head.

Owner : John Hayward, master mariner, Bristol.

30 May 1857 ; J. Hayward sold 22 shares to Henry Brain and 21 to Joseph Brain, ship-owners, Bristol.

28 Jan. 1859 ; J. Brain died leaving 21 shares to Elizabeth Brain, widow, Bristol.

12 Feb. 1861 ; E. Brain sold 21 shares to H. Brain.

29 Aug. 1864 ; J. Hayward sold 21 shares to H. Brain.

15 Dec. 1868 ; H. Brain sold 32 shares to Thomas Chappell Hutchins, superintendent of the Sailors' Home, and 32 shares to Elizabeth Brain, widow, both of Bristol.

(1/215ST)

11 Feb. 1869 ; T. C. Hutchins and E. Brown each sold 32 shares to Henry Brain, stone merchant, Bristol.

10 March 1869 ; the whole mortgaged to William Gale Coles and John Chetwood Aiken, bankers, Bristol.

3 Sept. 1869 ; W. G. Coles and J. C. Aiken sold the whole to T. C. Hutchins, Bristol.

18 Oct. 1869 ; T. C. Hutchins sold 48 shares to Matthew James Popplewell, ship owner, and 16 shares to Nicholas Christopher, master mariner, both of London.

9 Nov. 1869 ; M. J. Popplewell sold 16 shares to Frederick Weston, ship owner, and 16 shares to John Richard Brown, master mariner, London.

30 March 1871; N. Christopher sold 16 shares to F. Weston.

19 Oct. 1871; the whole sold to Morgan Richards, merchant, Bangor.

24 March 1877; the whole sold to Griffith Williams, slate merchant, Bryngwynedd, Carnarvonshire.

Registered anew at Carnarvon, 1877.

F.F.B.J., 29 Jan. 1842.—*Queen of Britain* (Follett), Bristol to Smyrna, has put into Ilfracombe to repair damage.

L.R. (various).—This vessel is shown in most issues between 1839 and 1873 as trading to the West Indies.

The Life-boat, 1879.—On 27 Aug. 1879 three vessels went ashore in Swansea Bay in a W.S.W. gale. The *Mumbles* life-boat saved the crew of six from the *Queen of Britain*.

B.O.T. Casualty Returns.—The *Queen of Britain*, bound from Carnarvon to Boulogne with slates, sank on 9 Sept. 1880 about 5 miles W. by N. of Strumble Head, Irish Sea. Wind E.S.E., force 5, cross seas. Crew of 6 saved.

TRIUMPH. Built at Bristol, 1838.

No. 34, 16 JUNE 1838.

158 $\frac{3}{4}$ tons o.m.; 129 $\frac{287}{1000}$ tons n.m.; length 72·7'; breadth 18'; depth 12·4'.

1 deck; 2 masts; schooner rig; square stern; no galleries; woman head.

Owners: William Thomas, sail-maker, and Philip Taylor, corn factor, both of Bristol, 32 shares each.

Masters: William Lodge, jr. 17 Jan. 1839, Luke Andrew. 25 June 1840 (London), William Muer.

23 June 1838; W. Thomas sold 8 shares to Henry Kempland Johns, accountant, Bristol.

27 June 1838; P. Taylor sold 8 shares to William Norris, maltster, Bristol.

17 Oct. 1838; H. K. Johns, ship owner, sold 8 shares to Edward Bryant, merchant, Bristol.

10 Nov. 1838; W. Thomas sold 16 shares to P. Taylor.

3 Dec. 1838; W. Thomas sold 8 shares to W. Norris.

25 July 1843; P. Taylor sold 50 shares to Thomas Ogden Hassell, ship owner, Bristol.

26 July 1843; E. Bryant sold 8 shares to William Vaughan, gentleman, Bristol.

Registered anew No. 20 in 1843.

No. 20, 27 JULY 1843.

Constructional details as above.

Owners : Thomas Ogden Hassell, ship owner, 40 shares ; William Vaughan, gentleman, 8 shares ; James John Sheat, maltster, and Thomas Flook, wine merchant, executors of William Norris, deceased, 16 shares.

Masters : Thomas Ogden Hassell. 15 Oct. 1844 (Liverpool), William Dimmock Rolfe. 25 June 1845 (Liverpool), Thomas Ogden Hassell.

31 Dec. 1845 ; T. J. Sheat and T. Flook sold 16 shares, and T. O. Hassell sold 40 shares to Benjamin Ogden, merchant, Bristol.

2 Jan. 1846 ; W. Vaughan sold 8 shares to B. Ogden.

Registered anew No. 2 in 1846.

No. 2, 3 JAN. 1846.

Constructional details as above.

Owner : Benjamin Ogden, merchant, Bristol.

Masters : Thomas Ogden Hassell. 8 March 1847 (Liverpool), Samuel Cowley. 2 Dec. 1850, John Davis. 12 May 1851, T. O. Hassell.

22 Jan. 1853 ; B. Ogden sold 32 shares to each T. O. Hassell, master mariner, and George Kiddell, surgeon, both of Bristol.

Registered anew No. 8 in 1853.

No. 8, 22 JAN. 1853.

Constructional details as above.

Owners : T. O. Hassell and G. Kiddell, 32 shares each.

Master : T. O. Hassell.

Register closed at Melbourne, 1853.

B.M., 12 May 1838.—The schooner *Trump* [*sic*], is to be launched by Mr. Robert Bartlett, Hotwells, to-day.

B.M., 2 Nov. 1850.—Sale Notice. Apply B. Ogden.

F.F.B.J., 5 Feb. 1853.—The '1st class clipper schooner' *Triumph* (T. O. Hassell), to sail for Adelaide, Melbourne and Port Philip.—W. L. Freestone and Company.

L.R. (various).—1839-45, owners Taylor and Co., Bristol ; voyages Mediterranean. 1847-56, owner B. Ogden, Bristol ; voyages (1851) West Indies and (1852) Mediterranean, other years not stated. Out of register 1856-9.

IRIS. Built at Jersey, 1838.

LONDON, No. 284, 4 JULY 1838.

[A MS. entry concerning this vessel is made in the Bristol register volume on the folio otherwise devoted to No. 34 in 1838—the schooner *Triumph*.]

277³/₁₀₀₀ tons. Master, William Jepson Fisher. Belonging to the Port of Bristol and registered at London under the Act 3 and 4 William IV, ch. 55, sec. 10.

Registry cancelled at London, 19 Sept. 1844.

L.R. (various).—Brig rig. 248 tons o.m. 1839–43, owners Fisher and Co., Bristol; voyages Barbados, Calcutta. 1845, owner T. Gillespy, London; voyage not stated. 1847–54, owner D. Wilcox, Liverpool; voyage South America. 1855–6, owner N. Treweek, Beaumaris; voyage coasting. Out of register 1856–9.

QUEEN. Built at Bristol, 1838.

No. 48, 29 OCT. 1838.

287 $\frac{3}{4}$ tons o.m.; 298 $\frac{7}{8}$ tons, n.m.; length 150'; breadth 23'; depth 14'8'.

1 deck; 2 masts; schooner rig; square stern; false galleries; woman bust head; propelled by steam; engine room 54'4' long and 200 $\frac{1}{4}$ tons.

Owners: Thomas Cole, George Lunell and William Henry Marshall, three of the trustees of the Bristol General Steam Navigation Company.

Masters: Marion Moriarty. 26 Oct. 1842, Cornelius Charles Gardiner.

Vessel lost at Skokholm Island, 1843.

F.F.B.J., 24 March 1838.—On Saturday last a fine steam vessel, the *Queen*, of 500 tons burthen and 180 horse-power, was launched from the building yard of the Bristol General Steam Navigation Co. at Hotwells.

F.F.B.J., 11 Aug. 1838.—Advertisement. The *Queen* will commence on the Cork run in September.

B.M., 9 Sept. 1843.—The *Queen*, on passage Bristol to Dublin, was totally lost at 11 p.m. on 1st September on Skokholm Island, near Milford Haven, in dense fog. The crew and 20 passengers were picked up by the sloop *Hope* of Milford. One passenger was drowned in his berth.

[Very full accounts of the disaster are to be found in the contemporary Press. Latimer, in his *Annals*, p. 272, goes so far as to allege that the steamer's crew made off in their own boats, basing his statement, apparently, on a letter to the Press by a disgruntled passenger. A close scrutiny of contemporary accounts shows that some of the crew were sent out in their boat to find a landing place, an action which might have been mistaken by a landsman.]

CYGNET. Built at Bristol, 1838.

No. 51, 17 Nov. 1838.

249 $\frac{3}{4}$ tons o.m.; 297 $\frac{1}{8}$ tons n.m.; length 91'5'; breadth 21'4'; depth 17'2'.

1 deck; 3 masts; barque rig; square stern; false galleries; female bust head.

Owners: William Brass, merchant, 21 shares; Charles Wait, merchant, 11 shares; Emanuel Wait, gentleman, 11 shares; the foregoing of Bristol, and James Stanes, merchant, Peckham, Surrey, 21 shares.

Masters : Edward Purss. 3 Aug. 1840, Edward Doble.
7 July 1840 ; the whole sold to John Beynon, merchant, Swansea.
Vessel lost at Cuba, 1841.

Hillhouse Draughts, fol. 97 depicts this vessel.

ANNA WATSON. Built at Brockweir, 1838.

No. 53, 23 Nov. 1838.

285 $\frac{1}{2}$ tons o.m. ; 310 $\frac{1}{2}$ tons n.m. ; length 96' ; breadth 22·8' ; depth 16·9'.

1 deck ; 3 masts ; barque rig ; square stern ; false galleries ; female figure head.

Owners : John Ballard Harwood, merchant, 24 shares ; Edward Bryant, merchant, 24 shares ; Thomas Stewart, master mariner, 8 shares ; and Thomas Lucas, merchant, 8 shares ; all of Bristol.

Masters : Thomas Stewart. 14 Sept. 1839 (Sydney), Thomas Stewart [sic]. 20 Feb. 1841 (Sydney), Neville Reid Sayers. 27 Nov. 1843, Samuel Stirling. 10 Aug. 1847 (Liverpool), Anthony Hicks.

21 Jan. 1839 ; E. Bryant sold 8 shares to T. Lucas.

9 March 1839 ; J. B. Harwood sold 24 shares to J. B. Harwood, Bristol, and Francis Williams, Worcester, merchants and co-partners trading as J. B. Harwood and Co.

24 Feb. 1840 ; T. Stewart sold 8 shares to J. B. Harwood and Co.

4 May 1840 ; J. B. Harwood and Co. sold 4 shares to Eleanor Harriet Cummin Stewart, spinster, and 4 to Thomas Stewart, master mariner, both of Bristol.

16 May 1840 ; T. Stewart mortgaged 4 shares to Thomas Portch, tiler and plaisterer, Bristol.

23 Feb. 1841 ; E. H. C. Stewart mortgaged 4 shares to T. Portch.

7 Nov. 1843 ; J. B. Harwood and Co., sold 24 shares to E. Bryant.

5 Jan. 1849 ; T. Portch sold 8 shares to T. Lucas.

30 April 1849 ; T. Lucas sold 24 shares, and E. Bryant sold 40 shares, to Thomas Lucas, Edmund Gwyer, Edward Thomas Lucas and John Lucas, merchants and co-partners trading as Lucas, Gwyer and Co., Bristol.

Registered anew No. 26 in 1849.

No. 26, 9 July 1849.

Constructional details as above.

Owners : Lucas, Gwyer and Co., Bristol. [Partners as above.]

Master : Thomas Allen. 5 Feb. 1851 (Liverpool), Thomas Allen [sic].

31 July 1851 ; Lucas, Gwyer and Co. sold the whole to Benjamin Parker, accountant, Bristol.

31 July 1851; B. Parker sold the whole to Thomas Lucas, John Lucas and Edward Thomas Lucas, merchants and co-partners trading as Lucas Brothers and Co., Bristol.

Registered anew No. 5 in 1852.

No. 5, 21 FEB. 1852.

Constructional details as above.

Owners: Lucas Brothers and Co. [Partners as above.]

Masters: Thomas Allen. 14 Aug. 1852, James Prowse.

Vessel lost on the coast of Ireland, August 1853.

L.R. (various).—1839-43, no owners or voyage shown, but in 1843 there is a *posted* entry—owners Harwood and Co., Bristol. 1845-9, owners Bryant and Co., Bristol; voyage not stated. 1850-52, owners Lucas and Co., Bristol; voyages Africa.

NORTH BRITON. Built at Lerwick, 1835.

No. 54, 1 DEC. 1838.

Previous registry, Lerwick No. 3 in 1836.

199 $\frac{1}{2}$ tons; length 85' 8"; breadth (above) 22' 10"; depth 16' 9 $\frac{1}{2}$ ".

1 deck; 3 masts; barque rig; square stern; no galleries; man bust head.

Owners: Tudor James, master mariner, Bristol, and John Sheppard merchant, London, 32 shares each.

Master: Tudor James.

20 Nov. 1838; William Hay and Charles Ogilby, merchants and co-partners, Lerwick, sold 48 shares, and George Sutherland, master mariner, Lerwick, sold 16 shares, all to T. James.

20 Nov. 1838; T. James sold 32 shares to J. Sheppard.

Registered anew at Sligo, 1840.

B.M., 20 March 1837.—Advertisement. The *North Briton*, 350 tons (George Sutherland), with excellent accommodation for passengers, to sail for Black River and Savannah la Mar.

L.R., 1841-3.—Owner Middleton, Sligo. Out of register 1843-5.

APPENDICES

APPENDIX A

ADDITIONAL VESSELS, 1800-1838, NOT FOUND IN THE SURVIVING BRISTOL REGISTRATIONS

[*Note.*—These vessels are alphabetically arranged owing to the impossibility of ascertaining their true chronological order in Bristol ownership.]

ACTIVE. Built at Bristol, 1799.

A ship of 150 tons shown in *U.R.* 1801, and then owned by Anderson, master Arundell (*posted* Broadfoot), voyage Barbados. She was probably a slaver for she can be traced making the triangular voyage in 1800-1. After this she became a Guineaman, and in 1805, in the ownership of Thomas Vining, jr. and James L. Forrester, was a Demerara-man. In February, 1806, the *Active* (Silcock), bound Demerara for Bristol, was reported to have been taken, but retaken and arrived at Guernsey. A year later she was advertised as a 'fast sailing running ship' (Thomas Teed), bound for Demerara. Gomer Williams (*Liverpool Privateers*, p. 417), refers to a letter written in July, 1808, from Chaquaramas, Trinidad, by J. L. Forrester on board the *Active* (Teed), 'of Liverpool.' The lists of Bristol arrivals and sailings confirm that she did not visit Bristol after 1808, and this suggests that Forrester moved his headquarters to Liverpool. Registers show that the *Active* was coppered in 1799, an early example of this practice in a merchant ship, and also that she carried guns, varying at different times from 18 to 10 in number.

ADMIRAL COLPOYS. A Spanish Prize, built in South America, 1792.

A ship of 272 tons, captured in 1799 or earlier. She was owned by T. King and Co. in the period *c.* 1809-13, but did not sail from Bristol. Her voyages were to Africa or Demerara and her successive masters were—Coley, L. Venables and J. Toderage or Todrig. The last named was her owner in *M.R.* 1816, when she was a South Seas whaler.

ÆOLUS. Built at Poole, 1804.

A ship of 278 tons, shown as *Æolus* in the registers, but usually *Eolus* in the local Press. From 1806 to 1809 she was a Jamaican owned by T.

King and Co., and from 1810 was owned by Maxse, Vaughan and Longmore and their successors Vaughan and Longmore. She was advertised for sale in August, 1817, and again in October, 1818, and after the latter date did not figure in local sailings. Successive masters were—Carrow (1806), Hooper (1807-8), Thomas Harvey, jr. (1809-11 and 1813-18), and Payne (1812-13).

AFRICAN QUEEN. Foreign built, 1789.

A ship of 268 tons, shown in *U.R.* 1798 as owned by Thomas King (R. Buckle, master), voyage Africa, and armed with six 6-pdrs. Damer Powell (*B.P.S.W.*, pp. 309-10), states that she was taken on the west coast of Africa by a French squadron under M. Renou, but was retaken in March, 1798, by the privateer *Pilgrim* of Bristol. He also states that the *African Queen* was sold in November, 1798, her dimensions then being given as—length of keel 77'; beam 25'; depth of hold 10' 2"; and height between decks 4' 4". She later became a whaler. In May, 1801, it was reported she was wintering in South Georgia, and she arrived back in Bristol at the end of November.

ALBION. Built at Bristol, 1798.

A ship of 370 tons owned by Protheroes and usually employed in the Jamaica trade. She can be traced making annual voyages until 1807 when she was purchased by Slegg, a London owner in the St. Kitts trade. Her successive masters were—J. Hamilton (1800-1), Holbrook (1802), Powell (1802-4), Williams (1804-5) and Smith (1805-7).

ALERT. Built at Bermuda, 1784.

A ship of 223 tons, noted as being 'almost rebuilt' in 1796. She was employed as a slaver until 1806 and between 1800 and 1806 can be traced making at least five triangular voyages. She was for sale by auction at the Exchange Coffee Rooms on 1 July 1802, 'lately arrived from Africa,' but this displays a certain squeamishness for the lists of arrivals show that she came from Africa via Demerara. Damer Powell (*B.P.S.W.*, p. 319), notes her as receiving a letter of marque in 1804, owners Charles Anderson and Thomas Williams; master William Lund. The *M.R.* 1809 shows her owned by C. Anderson, but she cannot be traced in Bristol after leaving for Africa in 1807. Her masters were—Williams (1800), Drynan (1801-4) and William Lund (1804-7).

AMELIA (Bristol, 1791)—See under *Emilia*.

ANN. Built at Bristol, 1792.

A ship of 300 tons owned in 1801 by W. Holder and from about 1807 by P. Miles. She traded to Jamaica and Barbados. Although she is still shown in *M.R.* 1816 it is probable she was condemned at Cork in 1809, where she arrived with loss of her foremast. Successive masters were—David Balmano (?–1800; he died at Jamaica), J. Baker (1800–1), R. Hooper (1802–3), Roger Dormer (1804; he died on his homeward passage), Gardner (1805), Williams (1806–7) and James (1808–9).

ANN. Built at Bristol, 1803.

A 3-decked ship of 394 tons owned by Braikenridge and Honnywill, probably with John Weare in partnership. From about 1818 she was owned by Gibbs, Son and Bright and was apparently disposed of in 1823 when a new *Ann* was built for these owners. She was a regular Jamaican throughout her local career. Her masters were—Honnywill (1803–5), John Garden (1805–6 and again 1809–23) and Elias Merrick (1806–9). At the *B.A.G.* is a water-colour by T. S. Rowbotham, dated 1826 and said to have been copied from a painting in oils by Captain Weeks of Bristol showing the *Ann* in the Channel.

ANN. Built at Quebec, 1804.

A brig of 185 tons advertised for sale by W. Ariel, broker, in January, 1808, 'just arrived from Canada.' She was purchased by one Lambert and, with T. Shell as master, made voyages to Trinidad and Surinam. In about 1813 she was purchased by Wason and Co. and made four West-Indian voyages, three under Captain M. Brace and one under Captain Jarrett. With so many vessels named *Ann* using the port it is difficult to be certain, but it is probable that the present vessel was sold away in 1815.

ANNA BELLA. Built at Colchester, 1802.

A ship of 250 tons mentioned as 'of Bristol' in a list of 24 local ships which sailed from Cork in convoy for the West Indies in November, 1812. *U.R.* 1813 shows her owned by Captain J. Clark and Co., and her voyage to St. Vincent. We have been unable to trace further particulars.

ANNA MARIA.

A ship of 296 tons advertised for sale by auction on 16 Dec. 1800, 'apply T. J. Deake, or T. Booth, broker.' In 1801 she made a voyage to St. Vincents and Antigua (Watkins, master), and in May, 1802, her hull was offered for sale at the yard of Fisher, James and Co., Wapping. She is

possibly identical to the *Anna Maria* (Leyson), bound from Bristol to St. Thomas and Honduras which was taken after leaving St. Thomas towards the end of 1804. In January, 1805, this vessel was reported retaken by H.M.S. *La Franchine* and carried to Jamaica.

ANNA MARIA. Built at Bristol, 1813.

A snow of 181 tons, advertised, when new, for Trinidad by William Bush. *M.R.* 1816 gives her owners as Rankin and Co., but she cannot be traced making a voyage from Bristol after 1815, by which time she had completed three Trinidad voyages, one under Captain Swain and two under Captain Norton.

APOLLO. Built at Bristol, 1786.

A ship of 214 tons, advertised for sale in September, 1799, by J. Bonbonous, broker. In *U.R.* 1801 she is owned by G. F. Fisher and she made West-Indian voyages until Oct. 1803, when, outward bound, she drove ashore at Kingroad. Her damage was serious for in the following August we find her for sale by William James, Brice and Co., having been 'lengthened and completely repaired.' The advertisement was repeated in Nov. and it appears she was then sold to Maxse, Vaughan and Longmore, her tonnage now being 301. She carried on as a Jamaican until 1811 when she was again auctioned and either sold away or broken up. Her masters were—P. Veal (1800), J. Sommers (1801-2), Withers (1802-3), Ball (1804-5), R. Andrews (1806) and Hoddell (1807-11).

ARCADE. Built at Topsham, 1810.

A ship of 411 tons which made Jamaica and Nova Scotia voyages in the years 1814-16, John Waite, master. *M.R.* 1816 gives her owner as Fisher.

ARISTIDES. Built in Newfoundland, 1836.

A brig of 200 tons o.m., or 220 tons n.m., registered at London, but owned by Bennett and Co., merchants of Bristol and St. Johns, N.F.L. She usually traded on the triangular run from Biscayan ports with salt to Newfoundland, thence with fish to Spain or Portugal and back with wines or fruit. She was, however, on an eastern voyage in Feb. 1847, when it was reported that, bound from Calcutta to the Cape of Good Hope, she had been passed between Madagascar and the Cape, waterlogged and abandoned.

ARISTOMENES. Built at New York, 1809.

A ship of 352 tons owned, *vide M.R.* 1816, by Captain Brewster and Co., probably of New York. In Oct. 1820, the *Aristomenes* (Barker), bound from Stockholm to New York, put in to Bristol in distress. On 5 Dec. 1820 her hull and materials were sold by auction at H. R. Lewelins' Redcliff Wharf, under the agency of Peter Maze and Son (who appear to have specialized in brokerage for the American trade). It was explained she had been 'condemned in consequence of the damage she received on her voyage from Stockholm to New York.' The *Aristomenes* became a Bethel hulk and was probably broken up in 1846, when the *Etna* was purchased.

ARK. Built at Bristol, 1799.

A ship of 402 tons, coppered, owned by Daniel and Co. Under Captain J. Reid she made four Barbados voyages but does not again figure in the local Press after sailing thence in March, 1804.

ATLANTIC. Built at Bridgwater, 1802.

A ship of 422 tons owned by E. Kidd, an owner with both Bristol and London connections. The *Atlantic* was a Jamaican, but cannot be traced visiting Bristol.

ATLAS. Built at Chepstow, 1797.

A ship of 349 tons owned by Daniel and Co., employed in the Barbados trade. A miscellaneous section in a Chepstow register book states she was a square sterned, half-frigate built ship with quarter galleries and an Atlas figurehead; length 115'. A note in the Press of Sept. 1809, stated that anxiety was felt at her non-arrival at Bristol, but there was no further report. She did not again appear in Bristol arrivals and sailings, but is still in *M.R.* 1816. It was a common oversight in these early registers to show a vessel for some time after her loss, however, and, significantly, no date of survey is mentioned after 1809. The masters of the *Atlas* were—George Sands (1800-6) and J. Read or Reid (1807-9).

AURORA.

Damer Powell (*B.P.S.W.*, p. 319), mentions a Letter of Marque *Aurora*, 213 tons, 14 guns, owned in July 1805 by John McCullum, master Robert Matthews. In 1802-3 she made a triangular voyage Bristol-Africa-Dominica-Bristol under the same master.

AVON. Built at Hull, 1797.

A ship of 261 tons apparently first owned by T. King, sold about 1808 to Archibald and James Robe, in 1811 to John Irving and in 1813 to Rankin and Co. She can be traced in Bristol *Presentments* until 1817 and her voyages were very varied—West Indies, St. Petersburg, Africa, Philadelphia, Antwerp, Malta, with, however, a preponderance of the first named. In Oct. 1813, bound for Tobago, she was captured by the American privateer *True-Blooded Yankee*, but was recaptured by the frigate *Eurotas* and carried into Plymouth. The *Avon's* masters were many, viz.—Baxter (1800-1), Davis (1802), James (1802), Haynes (1804), Anthony Carrow (1805), Duncan (1806), Thomas Streeter (1807), Burke (1808), E. Robe (1808-9), John Irvine (1810), Millard (1810), Jenkins (1810-11), Benjamin Hutchins (1811-13) and Swain (1813-17).

AVON. Built at Bristol, 1804?

An *Avon* 'on the stocks at Blannin's Dock' is depicted in an oil painting by Thomas S. Rowbotham in the Braikenridge collection at the B.A.G. Damer Powell (*B.P.S.W.*, p. 313), tentatively identifies this vessel with the *Avon* (Swain), but register evidence proves that the latter was built in 1797 (see above). This author observes, referring to the painting:— 'A note by Mr. Braikenridge states that it was "copied from an oil painting in my possession made by him as long ago as 1803 or 1804. The drawing represents a view looking up the Avon from the Sea Banks; the vessel on the stocks about to be launched is the *Avon*, privateer, then building at Blannin's Dock."'

BRISTOL. Built at Bristol, 1801.

A ship of 385 tons owned by J. F. Weare. She was a Jamaican, and commanded by E. Merrick. She was reported taken and carried into Cuba on her homeward passage in 1805.

BRISTOL VOLUNTEER. Built at Poole, 1798.

A ship of 193 tons, lengthened in 1807 and afterwards measuring 232 tons. She was owned by Thomas King and Co., and traded regularly to Antigua, with a sole intermediate St. Petersburg voyage. She was lost on 13 Jan. 1818 at Ballinskellings Bay, south coast of Ireland, while bound for Antigua. Her masters were—Teed (1800-1), James Jacques (1802-16) and J. P. King (1816-18).

BRITANNIA. Built at Bristol, 1794.

A ship of 350 tons, owned by Protheroes and sailing to St. Vincent or

Barbados. She was sold to Waltham, London, at the end of 1807. Her masters were—S. Bell (1800-4) and Burke (1804-7).

BRITISH QUEEN. Built at Topsham, 1800.

A ship of 303 tons owned by Thomas and Joseph Hellicar. She was for sale in Feb. 1808, and was afterwards advertised by Samuel Span, but this might have been an agency advertisement for *M.R.* evidence is that she was then owned by one Stitt, probably of London. The *British Queen* was usually a West-Indiaman, but also made voyages to Quebec. Her masters were—Robert Linden (1801), Archilaus Ball (1802-4), John Shilstone (1804-6), Gilbert, jr. (1807-8) and Williamson (1809).

BRITISH TAR. Built at Plymouth, 1797.

A ship of 232 tons. Damer Powell (*B.P.S.W.*, p. 319), states she was granted a Letter of Marque on 9 Nov. 1805, James Gordon, master, and owners Preston Edgar, Philip Masey, John Farquharson, James Curtis, John Oldham and Thomas Wilmot. The suggestion that she was foreign-built, taken from the copy of the Declaration for the Letter of Marque, possibly indicates she was a prize built at Plymouth, Massachusetts, but *M.R.* 1809 simply gives Plymouth. The *British Tar* appears only in the *Bristol Presentments* for 1805 and 1806, and seems not to have returned to the port after sailing for Africa with her Letter of Marque.

BRITON. Built at Chepstow, 1798.

A ship of 217 tons, reduced to snow rig about 1807-8. She was owned by Thomas Daniel and Sons until 1809, and was employed in the West India trade. In 1809 she was sold to Faulkner and Co., probably of London. Her masters were—G. Sands (1800-1; he died of fever at Barbados), Reed (1802-3), Powell (1803-6), and William Marshall (1807-9).

CÆSAR.

The *Cæsar* (Powell), from Bristol for St. Croix, was wrecked in a violent gale on 30 Nov. 1801, at Breaksea Point. In the period Feb. to Sept. of the same year she made a voyage to Surinam (Ball), but definite evidence that she was a Bristol ship is wanting. Possibly she was the former privateer of the same name (see *B.P.S.W.*, p. 254 *et seq.*).

CALEDONIAN. Built at Barnstaple, 1811.

A ship of 353 tons owned by William Scott and commanded by William Lund. She was short-lived for in 1813, two days after sailing on the

homeward passage of her second voyage to Jamaica, she was damaged, losing bowsprit, foremast and main topmast. Later she parted from the rest of the fleet and was abandoned by her crew.

CAMELION. Plantation built.

The brig *Camelion*, 160 tons, was advertised for sale by auction at Bristol in Dec. 1801. According to the Chepstow registers she had been owned at Tortola and her dimensions were—length 76' 8", breadth 23', depth of hold 14' 9", and tonnage 161½ tons. She was registered at Chepstow in March 1802 by Henry Wise of Caldicot, and registered again at Bristol in the following November. Her sole subsequent mention in the local Press relates to her sailing for Madeira and Trinidad in the same month, John Ferraby, master.

CANADA.

In 1800 the ship *Canada* (John Antrobus), was advertised for Kingston, Jamaica, by Thomas and Joseph Hellicar. In the period 1800–2 she made three voyages to Jamaica under this commander and finished up in London. She is not again noticed in the Bristol Press unless she is identical with the *Canada* (Park), bound from Jamaica for London which arrived at Milford, leaky, in April, 1807.

CERES. Built at Dartmouth, 1801.

A ship of 150 tons, owned by Gibbs and Co., employed as a West-Indiaman. She made three voyages from Bristol in the period 1805–10, commanded respectively by Gibbs, R. Jarret and Taylor, after which she was sold away, probably to Liverpool, and cut down to snow rig.

CHARD. Built at Bristol, 1787.

A ship of 176 tons usually employed as a West-Indiaman. Her owner 1800–8, and possibly earlier, was Thomas Bower, and in 1809, 1810 and 1813 she was advertised respectively by Archibald Robe, Joseph Gilbert and Robert Noyes, who may have been merely agents. Her several masters were—W. Harvey (1800–1), Isaac Crook (1802–4), William Ellis (1806), J. Bulpin (1806), George Phillips (1807–10) and William Metherall (1813–4). The Press of 26 Feb. 1814 reported—'a brig of about 250 tons [*sic*] from Dominica (supposed to be the *Chard* of Bristol), laden with sugar, coffee and rum, was dismasted during a gale on the 29th ult. and driven on shore on the coast of France, where she was taken possession of and carried into Dinant Bay, near Brest.'

CHARLES.

Probably a Bristol ship. She made a voyage to Surinam in 1800-1 and one to Jamaica in 1801-2, both under Captain Andrews.

CHARLOTTE. Built at Chepstow, 1797.

A snow of 152 tons which made three West-Indian voyages from Bristol between 1800-2, commanded in turn by Captains William Taprell, King and Gammon. She sailed for Martinique in March, 1802 (Gammon), but does not again figure in the *Bristol Presentments*. Her owner in *M.R.* 1809 was M'Cullum, and master Gammon.

CLARENDON. Built at Bristol, 1783.

An armed ship of 416 tons owned by the Protheroes. She made eight West-Indian voyages between 1800 and 1807 and in 1809 was sold to R. Hall, a merchant of London or Liverpool. Her master for the eight voyages was J. Drew.

CLIFTON. Built at Bristol, 1837.

F.F.B.J. 3 June 1837, gives an account of the launch of the *Clifton* from Green's Yard, Dean's Marsh, which was scheduled for 29th May, but owing to her sticking on the ways, was not completed until the following day. For some reason she was not classed by *L.R.* until 1844, after she had been lengthened. Her first measurements are untraceable, but after 1844 she was ship rigged and of 697 tons o.m. or 867 tons n.m. She was registered at London in the ownership of de Taster, and traded to Madras. About 1848 she was purchased by the Somes Brothers, of London, well-known owners sailing to India and the Antipodes. In 1859 she was repurchased by F. W. Green, her builder, and, after repair, was advertised for sale or charter. *L.R.* shows her intended voyage to Manila (E. Beazley), in 1860-1, and in 1863 she was sold to Powell and Co., London. She drops from the register between 1868-73.

COFFEE PLANTER. A French Prize.

A ship of 186 tons, captured prior to 1794, but first mentioned in the *Bristol Press* at the end of 1804 when she sailed for Surinam. She was owned by R. Bruce and A. Moens. In Feb. 1809, outward bound for Surinam, she put back in distress, but got away in May. In earlier years she would have been kept in the Harbour until the next spring tides, but the recently completed works enabled her to leave. *B.M.* 20 May 1809 commented thus.—'The *Coffee Planter* . . . left Cumberland Basin at 3 o'clock on Tuesday morning . . . being about the lowest neap tide, with all

her crew on board, and went to sea the same tide. Before the improvement of the harbour this ship could not have left the Key until the following Saturday morning and must then have come to anchor in Kingroad. She was left clear of Lundy on Wednesday morning at 7 o'clock, pursuing her voyage to Surinam with a fair wind.' On her homeward voyage to London in Nov. she was captured by the enemy, but retaken and arrived at Fowey. *M.R.* 1816 still shows her owned by Bruce and Co., but she does not appear in the Bristol *Presentments* after 1809. Her traceable masters were—Edwards (1805-16) and Blyth or Blythe (1808-09).

COLIN (also *Collin*). Built at Bristol, 1783.

A ship of 286 tons employed as a West-Indiaman until 1815, when she commenced Guinea voyages. In 1801 she was owned by the Baillies and in 1805 she was advertised for sale by Thomas Jones Deake. A sailing advertisement of Sept. 1806, indicates that she was purchased by Protheroe and Claxton, and Thomas King, in partnership. *M.R.* 1809 and 1816 simply states her ownership by King and Co. In Nov. 1813, it was reported that the *Colin*, for Trinidad, had been taken off Cork by the *True-Blooded Yankee* privateer and her crew sent to America in another prize. The *Colin*, sailing to France with a prize crew, was later recaptured and sent to Plymouth. In May, 1819, her hull and lower masts were sold by auction and she was probably hulked or broken up. Her masters were—G. Sale (1800), W. Taprell (1800-4), Anthony Carrow (1806-7), Pines (1808-11), Lovell (1812-14) and Veysey (1815-18).

COLONIST. 'River built' (i.e., Thames), 1810.

A ship of 450 tons, registered at London and owned by the Daniels of Bristol and London. She apparently traded exclusively between the West Indies and the Thames and is therefore infrequently noticed in the Bristol Press. In Sept. 1813, there is a report that the *Colonist* (Oliver), of London, 'owned by Mr. Alderman Daniel of this city,' was driven ashore in a hurricane at Barbados. *B.M.* 4 and 11 Nov. 1837, contain full accounts of her loss by fire when at anchor off the Motherbank, Portsmouth, on 27 Oct. 1837. Her crew and passengers were saved, but the gutted hulk, beached at Haslar, was auctioned for £515.

COMMERCE. Built at Bideford, 1803.

A brig of 163 tons, originally owned by Archibald Robe and Co. She sailed usually to Dominica, but occasionally to Quebec, under Captains James Godfrey (1804-6) and J. Jarret (1807-8). In 1809 she was sold to Cook and Co., of London, and became a Mediterranean trader.

CONCORD. Built at Bristol, 1801.

A ship of 348 tons, first owned by Samuel Munckley, but shortly afterwards sold to George Gibbs and Son, which concern, from 1818, was known as Gibbs, Son and Bright. After two voyages to Jamaica she commenced sailing to Barbados and made a regular annual voyage until 1825. Her successive masters were—W. Gibbs (1801), Fuss (1802) and William Gittens Wilson (1802-25).

CORNWALLIS. A French Prize, built in 1802.

A snow of 186 tons, purchased by Archibald Robe and Co. in 1804. She made three West India voyages and was then apparently sold to Smith and Co., London. Her masters were—James Baker (1804-5) and Alleyne (1805-6).

COUNTESS OF MULGRAVE. Built at Pictou, N.S., 1837.

A barque of 516 tons o.m., or 573 tons n.m., described in *F.F.B.J.* 16 Jan. 1841 as 'of Bristol,' in a report of her stranding at Goose Island, Quebec. She does not appear in the Bristol Custom House records, and in *L.R.* 1841 her owner is given as S. Lowrey, of Newcastle.

DIANA. Built at Bristol, 1794.

A 3-decked ship of 353 tons, probably that mentioned by Damer Powell (*B.P.S.W.*, p. 334), as having beaten off a boarding by a French privateer in February, 1797. In 1800 she was owned by John Maxse and later by Maxse, Vaughan and Longmore. On 3 Oct. 1805 she was instrumental in saving the crew of the *Ann* of New York (Isaac Hands), bound from Norfolk, Va., to Bordeaux, which foundered at sea. The *Press* of Oct. 1812 reported that the *Diana*, homeward bound from Jamaica, had been captured by the American privateer *Highflyer*. Successive masters of the *Diana*, which was always in the Jamaica trade, were—Renoldson (1800-4), Thomas Weeks (1804-6), John Thomas (1807-10), T. Osborne (1811) and Thomas Harvey (1812).

DIANA. A French Prize, built in 1799.

A brig of 179 tons which had been lately employed as a Post Office packet when she was sold in Bristol in June, 1807, by Thomas J. Deake. She was purchased by Rice Price and William Cross and can be traced sailing for Dublin and also for St. Domingo. It is probable these reports were but a cloak to hide privateering activity for Damer Powell (*B.P.S.W.*, p. 319), notes that she received letters of marque in 1807 and in 1808. Her masters

were—Evan Jones (1807), Thomas Thatcher (1807) and Thomas Mainwaring (1808). She does not appear in Bristol *Presentments* after sailing for St. Domingo in Dec. 1808, but is still shown in *U.R.* 1813 as owned by Price and Co.

DOLLY.

Probably a Bristol ship. She is noted making a voyage to Grenada and another to Nevis in the period 1801–3, Captain Godfrey.

DUKE OF RICHMOND. Built at Whitby, 1779.

A 3-decked ship of 441 tons (also given as of 490 or 524 tons, and stated to be capable of carrying 800 tons). In *U.R.* 1798 she is owned by Coverdale (of London); master Alexander Falconer, and employed as a government transport. She was for sale in November, 1799, as she lay stranded in Solva harbour. On 5 May 1800 she was auctioned at Milford, and was then lying in Hubberstone Pill. She was purchased by Thomas Bower and William Birch of Bristol and granted letters of marque in June, 1800 (Damer Powell, *B.P.S.W.*, p. 320), master Joshua Proctor. In September, 1800, the *Dutchess of Richmond* (*sic*), bound for Honduras, was reported as retaking the *Green Castle*, Jamaica for Liverpool. She is not again noticed in the Bristol Press.

EARL OF ST. VINCENT. Built at Gatcombe, 1798.

A ship of 281 tons, holding a letter of marque (Damer Powell, *B.P.S.W.*, p. 304). She was advertised for Jamaica in Sept. 1799, Peter Wade commander, and for sale in the following Dec. Apparently she was bought by her master, for in Jan. 1800, she is advertised for Maderia and Jamaica, Robert Williams commander, 'apply Peter Wade, Orchard Street.' The *U.R.* 1801 confirms her ownership by Wade and Co., and her master P. Wade, altered by *posting* to R. Williams. Her 1800 and 1802 voyages were to the West Indies and back to London. She was again advertised for sale in Jan. 1803, by Richard Acraman, and is not again mentioned in the Bristol Press.

EDWARD. Built at Sunderland, 1811.

A ship of 303 tons owned by Lane, Edwards and Co. Under George Germain she made some half-dozen voyages to Jamaica between 1811 and 1817.

EDWARD COLSTON. Built at Bristol, 1833.

An *Edward Colston* was launched by Patterson and Mercer on 14 Nov.

1833, but does not again appear in local reports. It would thus appear that this was a temporary name and it is probable that the vessel became the *Hornby* (q.v.). However, at the time of her launch no tonnage figures were given, or other particulars which might positively link the two vessels.

ELIZA. A Dutch Prize.

Damer Powell (*B.P.S.W.*, p. 304), gives details of privateering cruises by the *Eliza*, David Thomas, commander, in 1803. According to *M.R.* 1809 she was a Dutch prize, ship rigged, 217 tons, captured some time before 1800. Her owners were given as Fowler and Co., master D. Thomas, and voyage 'privateer.' It is more than probable, however, that this entry was out of date, for the *Eliza* was for sale in Oct. 1803, and in Jan. 1804. On sifting the information in the local Press concerning the various vessels named *Eliza* it seems probable that she became the property of the Protheroes and, under Captain Irvin, performed three voyages to Jamaica before July, 1807, when she was captured in West Indian waters and taken to Guadeloupe.

ELIZA.

Another *Eliza* made eight West Indian and Virginian voyages between 1800 and 1808, but her owners cannot be traced with certainty. All the voyages were under Captain Sheppard with the exception of one in 1806 under Captain Bullpin. In April, 1808, bound from St. Dominica to London, she was reported taken by a French privateer, but in the following month she was reported retaken by H.M. Frigate *Dædalus* and carried to Jamaica.

ELIZA. Built at Konin (? Königsberg), 1804.

A ship of 252 tons owned between 1811 and 1813 by Lane, Edwards and Co., in which period she made one voyage to each Trinidad and Jamaica. On a third voyage, in Jan. 1813, she was blown out of Madeira and captured by the American privateer *Rolla*, but later retaken and carried to Bermuda. Her master was John Gibson throughout this period.

ELIZA. Built at Bristol, 1820.

A brig of 160 tons which made ten Tobago voyages in the period 1821-5 and then apparently went to London owners. Her Bristol owners were probably Gibbs, Son and Bright, but definite confirmation is lacking. Her masters were—Veysey (1821), Scott (1821-4) and Scriffin (1825). She drops from *L.R.* between 1843-5.

ELIZABETH. Built at Chepstow, 1809.

A ship of 480 tons, owned by Lowbridge and Richard Bright and advertised for Nevis and St. Christophers in March, 1809, armed with twelve 9-pdrs 'with small arms and men answerable,' master Richard Sherratt. She did not enter Bristol again until Oct. 1813, and, although advertised for Jamaica (George Lightfoot, master), she was apparently sold to J. Birch and Co. and sailed for Batavia in May, 1814, with the *Commerce*, the first two East Indiamen to sail from Bristol. Her master on this occasion was named de Peyster in the *Presentment*, but Ostler in *M.R.* She did not return to Bristol, but later issues of *M.R.* show her making voyages to Java and Botany Bay.

EMILIA (Also *Emelia* and *Amelia*). Built at Bristol, 1791.

A ship of 237 tons owned by Baillie and Co. She made Demerara and Grenada voyages until Oct. 1809, when she was advertised for sale by Hilhouse and Palmer, 'over the Post Office.' In June, 1810, an *Emilia*, probably identical, was advertised for Philadelphia by M. and J. F. Alexander, but does not again appear in the local Press. Her masters were—Baillie (1800), J. Bullpin (1800-5 and 1807-9), Tapprell (1806-7) and Richard Dunstone (1810).

EMMA. Built at Chepstow, 1823.

A brig of 188 tons, probably registered at Bristol in 1823. In May, 1823, she was advertised for Hamburg, and in Oct. for Trinidad, by John Irving, master L. Hudson. She actually sailed for Trinidad in the command of James Veysey and, under him, made two Trinidad voyages and two intermediate voyages to St. Petersburg and Riga respectively. Apparently she was sold in 1826, and later *L.R.s* show her in the ownership of Paxton and Co., London. She was *posted* 'lost' in the *L.R.* 1841.

EUROPA. Built at Bristol, 1787.

A ship of 184 tons after being lengthened in 1788. By 1816 she had become a brig of 192 tons. She was employed as a West-Indiaman between 1800 and 1806 in the ownership of Fisher and Co., some of her voyages being terminated at London. After this she was owned by E. Kidd and did not again appear at Bristol. (E. Kidd and the Fishers were in partnership in some ventures, cf. *Albion* of 1813.) Traceable masters were—Summers (1800-2), Ross (1802-3), Davis (1804-5), Craig (1805), Shilstone (1805) and Buckham (1806).

FAME. Built at Bristol, 1801.

A 3-decked ship of 527 tons owned by William Holder and intended for the Jamaica trade. She was, however, chartered by the Hon. East India Company as an 'extra ship,' and John Valentine Baker was sworn in as commander on 3 March 1802. *Hardy's Register*, and other East India Company records give details of her measurements and these are interesting as being typical of the larger Bristol ships of the time. (Although she was one of the largest Bristol ships, she was one of the smallest in the East India Company's fleet, which in size, efficiency and tradition was in effect a private navy.) They were as follows—extreme length 118' 3"; length of keel for tonnage 94' 4"; extreme breadth 31' 4"; depth of hold 13'; height of wing transom 23' 11"; height between lowest middle decks 5' 9"; height of middle and upper decks 5' 11"; height of round-house 6' 2"; number of ports on each side, middle deck 12, upper deck 11; tonnage by measurement 492 $\frac{5}{8}$ tons (this differs from that shown in *M.R.* and *U.R.*). She sailed from Portsmouth on 12 May 1802 on her voyage to Bengal and Bencoolen, arriving back 10 Aug. 1803. On 26 Jan. 1804 (*B.P.S.W.*, p. 320), she was granted a letter of marque, being then described as of 520 tons, 19 guns and 50 men, her owners being Philip and P. J. Miles, William Holder, Benjamin Baugh, Samuel Birch and Richard Vaughan, and her master still J. V. Baker. Her second East India voyage commenced 26 Feb. 1804 and terminated 11 Sept. 1805, and she was then sold to John Wedderburn. A third voyage, to Bombay and Bengal, master James Jameson, commenced 30 March 1806, but on 24 Sept. 1806 she was captured by the French *Piedmontaise*. She was evidently released or retaken for the *M.R.* shows that she passed a survey for the classification A.1 in 1811, at Bristol.

FAVOURITE.

The Bristol Press of 11 Feb. 1815 announced that the *Sarah* (de la Rue), and the *Favourite* (—), of Bristol, bound from Newfoundland to Alicante, had been taken by the American privateer *Warrior*, the former being burnt and the latter sent to America. Further details of the *Favourite* have not been traced.

FLORA. Built in Prussia, 1802.

A brig of 172 tons owned, *circa* 1814-6, by T. Waters, and employed in Canadian and Mediterranean trades, master J. Rees.

FORTITUDE. Built at Chepstow, 1809.

A ship of 381 tons, probably built for the Daniels and certainly owned by

them later. She was registered at London and employed in voyages from the Thames to Barbados. Between 1839-41 she was sold to Humphry, London, and sailed to South Australia. She is last in *L.R.* 1851.

FREDERICK. Built at Bristol, 1811.

A ship of 280 tons owned by the Pinneys and Ames of Great George Street. She made annual voyages to St. Croix or Nevis, Thomas Gardner, master, until 1819, when she was sold, probably to London. She drops from *L.R.* between 1841-3.

FRIENDLY EMMA. An American Prize.

A brig of 150 tons which arrived at Bristol in August, 1809, from Surinam (called the *Happy Emma* in the *Presentment*). She was advertised for sale in the following month by Robert Bruce and Adrian Moens. After one voyage (Briggs, master), to Jamaica and back to Belfast, she was again advertised for sale, this time by T. Clent, Price and Cross, and W. Pollard. In April, 1812, she commenced a voyage to St. Thomas and St. Croix in the ownership of John Blythe, and Price and Cross, but foundered at sea, 10th December, on her homeward passage, all being saved except Captain Briggs' son.

FRIENDS.

Stated to be 'of this port' in the Bristol Press of June, 1805. This was in a report that, bound from St. Lucia, she was captured by a French vessel and carried into St. Martin after a very severe engagement in which the (unnamed) captain of the *Friends* was killed. No further particulars have been traced.

FRIENDSHIP. Built at Bristol, 1788.

A ship of 290 tons, owned until 1806 by Maxse and Co., and a constant Jamaica trader. Her masters were N. Thorp (1800-3) and Thomas (1803-6). She was later owned by Shadbolt, London.

GALLANT SCHEMER. 'Altered' at Falmouth, 1801.

A brig of 197 tons which came in from Nevis in July, 1801, and was put up for sale by auction a month later, advertised by Tobin, Pinney and Tobin. She was stated to have been 'altered at Falmouth last year,' and to be armed with six 12-pdr carronades, six 6-pdr guns, three 4-pdr guns and 3 swivels. After a voyage to Nevis (Snow, master), she was again for sale by Tobin, Pinney and Tobin, and was on this occasion stated to have

been 'built at Falmouth about two years ago.' She was purchased by Thomas King, who advertised her for Surinam (Williams, master), in July, 1804, and for Kingston (Gardner, master), in Aug. 1805. In Feb. 1806, it was reported that the *Gallant Schemer* (Gardner), bound from Bristol for Jamaica, had been taken and carried to Guadeloupe.

GAZELLE. Built at Bideford, 1836.

A barque of 282 tons stated in *L.R.* to be registered for Ferris and Co., Bristol; master W. Mardon; voyage Bahia. This vessel does not appear in the Bristol registers and possibly was registered at Liverpool. In support of this theory the local Press of Sept. 1836, stated—'on August 29th a barque was launched by Mr. William Brook at Bideford for Messrs. Ferris, Butler and Co., of Liverpool, named *Gazelle*.' Richard Ferris and James Henry Butler are described as merchants of Bristol in other registrations at Bristol Custom House. The *Gazelle* dropped from *L.R.* between 1841-3.

GLOIRE. A French Prize.

This ship was taken on her passage from Martinique by the privateer *Eliza* of Bristol (*q.v.*) in Aug. 1803. She was auctioned in the following January and the advertisements described her as having 'two flush decks and a round-house.' Her dimensions were—length over all 110' 10"; length on water line 101' 1"; breadth 30' 10"; height between decks 5' 9"; tonnage 400. She made one voyage to Honduras (Hilder, master), but on her next voyage (Baker, master), she put into Lucca, Jamaica, at the end of June, 1805, leaky, with four feet of water in her hold. In the Press of the following December she was reported condemned at Jamaica.

GOVERNOR HARVEY.

This vessel is described as 'of Bristol' in the local Press of 27 March 1847. This reported her arrival at Alicante from Newfoundland on 28 Feb. 1847, and her running ashore on the night of 3rd March, to become a total wreck. Her master was one Hart. She is not to be found in Bristol registrations.

GRACES. Built at Chepstow, 1804.

A snow of 162 tons mentioned in a miscellaneous section of a Chepstow register book. Her owners were Francis James, boat-builder, and George Hodgson, mariner, with five others unnamed, Hodgson being also her master. Other evidence points to her being sold from Bristol in 1808 and her employment in the Irish and continental trades.

GUIANA PLANTER. 'River' built (i.e., Thames).

A ship of 158 tons. Her year of build is not shown in *U.R.* In the Bristol Press of Sept. 1800, she was advertised by William Ariel, broker, to be auctioned at the Exchange Coffee House. She was 'lately arrived from Surinam,' and of 192 tons, her principal dimensions being—length 69' 11½"; breadth 24' 4"; depth 11' 7½" in the hold. She was auctioned a second time in the same month and again advertised for private sale in Oct. She was purchased by Bower and Co., and sailed in December for Barbados (J. T. Wedge, master). In January, 1801, she was reported to have retaken the Portuguese packet *Santa Brilliant*, bound from Lisbon to Rio Janeiro, which had been taken by the French privateer *Mouche* near Madeira. In May it was reported she had herself been taken by the French privateer *Braave*, but since retaken by the frigate *Glenmore* and arrived at Cork. There is no further mention of this ship in the local Press.

HANOVER PLANTER. Built at Bristol, 1785.

A ship of 285 tons, owned in 1801 by John Gordon. She made four annual Jamaica voyages between 1800–3, S. Prichard, master, and in July 1804, was advertised for auction by John Thomson. In December, 1805, outward bound for St. Kitts (Phillips, master), she ran ashore in the Avon, upset, and became too badly damaged for salvage. The Press of March, 1867, in speaking of river improvements, stated—'Holes are being bored preparatory to blasting the rock at what is called the Hanover Planter Teahouse, a point of the bank so named from a West-Indiaman which . . . was wrecked there.'

HEBE. Built at Bristol, 1791.

A ship of 233 tons, owned by Jacks and Co. and trading to Jamaica. Damer Powell (*B.P.S.W.*, p. 306), states that she had a letter of marque and that Richard Honnywill was master in 1796 and Thomas Thatcher in 1797. In 1800 she arrived from Jamaica under Captain Alleyne, and sailed again in Sept. under Captain J. Smith. The Press of Jan. 1801, reported her capture on the outward passage and her being taken to Guadeloupe.

HEBE. Built at Bristol, 1821.

A brig of 187 tons, probably built by Hilhouse, Sons and Co., for they advertised her for Jamaica in April, 1821, as 'the new brig.' After one voyage (David Jones, master), she was advertised for sale by Hilhouses and, a year later, for 'sale, freight or charter' by A. Meredith (John

Jones, master). In May, 1824, bound from Bristol for Philadelphia, she put into Falmouth in distress after being out 24 days and having to throw part of her cargo overboard. She later reached Philadelphia but, coasting down to Wilmington, was lost near Cape Fear, her crew being saved (*B.G.* 28 Oct. 1824).

HECTOR. Built at Bristol, 1781.

A 3-decked ship of 338 tons, owned by John Maxse, and a regular Jamaica trader. Damer Powell (*B.P.S.W.*, p. 315), mentions she was a 'running ship' for Jamaica in 1797, Thomas Harvey, master. In 1800 she arrived out with this master, but came back with Captain A. Bull. She is not mentioned in the local Press after being reported arrived at Jamaica in Jan. 1802, White, master.

HERCULES. Built at Bristol, 1797.

A ship of 322 tons, lengthened in 1810, after which she measured 412 tons. First owned by the Protheroes and a constant Jamaica trader, but sold about 1813 to F. Fisher and made voyages to St. Vincent and Quebec. On 24 Feb. 1815, bound from Bristol for Jamaica, she was taken by the American letter of marque *Hollins*, of 10 guns and 70 men, and sent to America, her master and crew being sent to Grenada. The taking was reported in Bristol in the Press of 4 May, and a fortnight later she was reported retaken by H.M. Schooner *Canio*. However, she did not return to Bristol. Her various masters were—J. Powell (1800-8), Gay (1808-11), Parfit (1811-2) and James Rae (1813-4).

HERO. Built at Bristol, 1788.

A ship of 328 tons, altered in 1809 to measure 360 tons. She was owned by Lowbridge and Richard Bright and was a constant Jamaica trader. In Sept. 1806, and in May, 1807, she was advertised for sale by Bush, Elton and Bush, but they are not shown as her owners in *M.R.* The entry in *M.R.* 1809 is altered from Bright and Co. to Clarkson, to whom she was sold on arrival in London from Jamaica in Oct. 1808. She is depicted in a water-colour at the *B.A.G.* by T. S. Rowbotham, entitled 'View from the Gibb Slip.' This shows men in the act of breaming her bottom (burning away marine growths). The picture is dated 1826, but is probably a copy of an earlier one, for the view represents the harbour before it was 'floated.' Masters of the *Hero* were—George Clutsam (1800 and 1804-7), Thomas Powell (1800-3) and J. Briggs (1808).

HOPE. Built at Bristol, 1793.

A ship of 231 tons, owned in 1801 by Samuel Munckley, and at that time a constant Barbados trader. About 1805 she was acquired by Gibbs and Co., and in 1812 by Henry Hooper, all these owners being West India merchants. She was for sale by Hooper in 1815 and 1817 and was eventually auctioned in 1821, being bought by Pinney, Ames and Co. She remained in the West India trade, with a single intermediate voyage to St. Petersburg, until 1825. Early in 1826 she was lost with all hands, about ten miles from the entrance to the Bosphorus, when bound Odessa for Bristol. Her successive masters were—William Wilson (1800-2), Gardner (1803-5), William Gibbs (1805-8), Atkinson (1808-11), Jarret (1812), John Bullpin (1812-7), Robert Martin (1818), E. Seaton (1819), Newman (1820), Moses Fox (1821-3), Scarth (1824-5) and Lovell (1825-6).

HOPE. Built at Bristol, 1801.

A 3-decked ship of 429 tons, owned by W. Holder. A constant Jamaica trader between 1801-9, although she did not often come to Bristol. Her master in this period was John Baker.

HOPE. Built at Stockton, 1803.

A ship of 276 tons, purchased from Wigram and Co., London, in 1808 or 1809 by Rebley, Bristol. In March, 1810, on her second voyage to Tobago in Bristol ownership (John Litson, master), she was reported taken by two French frigates.

IVES. Built at Falmouth, 1802.

A ship of 258 tons, advertised in the Bristol Press of 3 Nov. 1804, for sale by Hurry, Goodeve and Co., Gosport. The notice stated she was of London, had a scroll head, square stern and was sheathed with copper. Her dimensions were—length 98' 3"; breadth 25' 2½"; depth in the hold 10' 11½", and height between decks 5'. She had 'just delivered 210 tons of hemp at Portsmouth Dockyard and could carry more.' She was bought by Gibbs, Richards and Gibbs and sailed for Jamaica under Captain Moon in April of the following year. She made three more Jamaica voyages under Captain Atkinson and was sold away in 1808.

JAMAICA. Built at Bristol, 1800.

A 3-decked ship of 464 tons, first owned by Gordon but, by 1809, she was purchased by the Mountagues. She may be the one depicted at fol. 108 of the *Hilhouse Draughts*, but another *Jamaica*, 458 tons, was built

at Bristol in 1790 and left Bristol ownership before 1800. The present *Jamaica* had two masters during her career, the first, J. Walker, died of dysentery on his homeward passage in 1808, and was succeeded by John Clement. She was abandoned, waterlogged, in a hurricane on 10 Aug. 1815, while sailing home in convoy. A full account appeared in the local Press, but more accessible accounts will be found in the *Annual Register* and in Damer Powell (*B.P.S.W.*, p. 307, where, however, the two *Jamaicas* of 1790 and 1800 are linked in error.)

JAMAICA 23101. Built at Bristol, 1821.

A ship of 369 tons, built by Hilhouse and, no doubt, registered at Bristol in 1821. She was advertised for *Jamaica* in Oct. 1821, by Hilhouses, and was sold after five voyages thence to one Billinghamurst, probably of London. Her masters were—F. Gay (1822-4) and Edward Drew (1825). *L.R.* gives various subsequent owners at London and South Shields and in the 1868 issue she is *posted* 'foundered.' At various times in her career she was barque rigged.

JAMES. Built at Aberystwyth, 1801.

A ship of 361 tons, owned by Harvey and Co., trading to *Jamaica*. Under Captain John Butter she completed two voyages, but on the homeward passage of the third, on 26 Aug. 1804, she was taken by a French privateer and carried to Guadeloupe.

JANE. Built at Bristol, 1799.

A 3-decked ship of 376 tons, owned by John Maxse and, from 1807, by Maxse, Vaughan and Longmore. She was a constant *Jamaican* and was totally dismasted and abandoned on 10 Aug. 1815, in the hurricane which also caused the loss of the *Jamaica* (of 1800). Her masters were—Thomas Harvey (1799-1806) and Robert Andrew (1806-15).

JARRATT. (Also *Jarret*, *Jarrett*, *Jarritt* and *Janet*.) Built at Bristol 1784.

A ship of 365 tons which held a letter of marque in 1793 (*B.P.S.W.* p. 320). She was 'almost rebuilt' in 1797 and then measured 356 tons, being owned by William Miles and Co. She was usually a West-Indiaman but made voyages to Baltimore and New Brunswick also. In Sept. 1812, bound for St. Andrews, she was reported taken by an American privateer and carried to Salem. Her masters since 1800 were—W. Taylor (1800), J. Murrow (1800-2), W. Thorn (1802-8), William Lund (1808-10), Fosh (1810), Armstrong (1811) and Richards (1811-2).

JOHN. Built at Chepstow, 1804.

A ship of 433 tons, built for John Maxse and Co., Jamaica merchants. She remained in the ownership of this concern and its successors—Maxse, Vaughan and Longmore; Vaughan and Longmore; John and Philip Vaughan, until 1824, when she was apparently sold. She sailed for Ancona and did not return to Bristol. Her masters were—Samuel Pritchard (1804–11), John Hoddell (1812–8) and John Wheeler (1820–5).

KENT. Built at Bristol, 1787.

A ship of 273 tons, shown in *U.R.* 1801 as owned by Baillie and Co., master Baillie (*posted* John Hill); voyage Greenland. She is not noticed in the local Press of the period, however, and her 1800 survey port being London, it is probable she was sold away at about the same time.

KINGSTON. Built at Bristol, 1801.

A ship of 380 tons, built for the Protheroes and chiefly employed in the St. Vincent trade. Her local masters were—Thomas Etheridge (1801–5), and Dower (1806–7). In Oct. 1807, she was auctioned by Protheroe and Claxton and purchased by Todd and Co., West India merchants of London. She was later cut down to a barque and owned at Newcastle. She drops from *L.R.* between 1843–5.

KINGSTON. Built at Bristol, 1811.

A ship of 493 tons, launched in July, 1811, by Sydenham Teast for Richards, Gibbs and Co., and employed in the Jamaica trade. This concern was later known as George Gibbs and Son, and later again as Gibbs, Son and Bright. As they took delivery of another *Kingston* in 1817, it is fairly certain that the present vessel was then sold or scrapped. William Sale was her master throughout the period.

LADY CARRINGTON. Built at Bristol, 1809.

A 3-decked ship of 472 tons, lengthened in 1811 and then measured 564 tons. *B.M.* 6 May 1809 speaks of this vessel as 'a fine new vessel of this port,' but probably intended to say 'a fine new product of this port,' for she is shown in the supplement to *M.R.* 1809 as owned by one Swan, who was not of Bristol. One report calls her *Lord Carrington* in error, and in some cases the word is spelt *Charrington*. She was an East-Indiaman.

LADY MILES. Built at Bristol, 1810.

A ship of 350 tons, owned by Miles and Co., with Captain Baker in command. She was still shown in *M.R.* 1816, but with no mention of her

destined voyage and no later survey date than 1811. A search among local newspapers has failed to show any mention of this ship.

LAPWING. Built at Bristol, 1794.

A ship which measured 313 tons after lengthening in 1797. She was armed with 22 guns, which possibly indicates she was something more than a freight-carrying vessel. In 1800 she was owned by G. and J. Fisher, master J. Duncan, and on voyage to Tobago. By 1801 she was owned by C. Anderson and, under Captain R. Curran, entered out for Africa in March, but is not again mentioned in the Press.

LAURA. Built at Chepstow, 1809.

A ship of 322 tons, owned by Thomas Daniel, master G. Lewis. She is shown in *U.R.* 1813, without mention of a voyage, but cannot be traced in the Bristol Press. G. Lewis was, in 1813, commanding another *Laura* (see below).

LAURA. Built at Sunderland, 1811.

A ship of 320 tons, advertised in 1813 and 1814 by Philip and George Protheroe for Jamaica. From 1816 to 1819 she was advertised by John Irving, again for Jamaica, and she was apparently sold away in the latter year. Her masters were—George Lewis (1811-7), Gay (1817-8) and John Whitmore (1818-9).

LAUREL.

The *Laurel* appears fairly regularly in the Bristol *Presentments* between 1802 and 1809, trading with various West Indian islands. There is no clue to her ownership, however, unless an advertisement by Joseph Gilbert in April, 1807, indicates ownership rather than agency. She is there described as a 'coppered brig . . . 8 guns,' sailing for Montevideo. On 17 July, 1809, bound from Bristol to Martinique, she was taken by a row-boat privateer and carried to Guadeloupe. Successive masters were—Hare (1802-3), Withers (1804), Croft (1805) and John Salter (1808-9).

LIMLAIR. (Also given as *Linlair*, *Linlaire*, *Limian*.) Built at Bristol, 1798.

A ship of 180 tons, owned by Span and Co. Under Captain Sampson Cook she made several West Indian voyages, but after sailing for St. Vincent in Dec. 1802, is not noticed again in the local Press.

LONDON. Built at Hull, 1788.

A ship of 262 tons, armed with twenty 9-pdr guns. In 1801 she was owned by Thomas King, master R. Buckle, and arrived from Africa. In that year she was sold to J. McCullum and sailed for Martinico, W. King, master. Her arrival was reported in Sept. but there is no further mention.

LOVE. Built at Poole, 1818.

A brig of 161 tons, advertised for sale in Bristol in April, 1821, by W. H. Marshall, broker. She was purchased by W. D. and W. E. Acraman and, between then and 1824, made several Quebec and Newfoundland voyages under Captain Richard Wills.

LUNE. Built at Bridgwater or Bristol, 1801.

A ship of 297 tons, later altered to a snow. *U.R.* 1801 shows her as built at Bristol, but later registers give Bridgwater. Her first owners were Waring, Fisher and Co. and, under Captain P. Veal, made three voyages—Jamaica, Charleston and Virginia, between 1801–3. She then ceased to visit Bristol, but is shown in *M.R.* 1809 and 1816 as owned by Kidd and Co. The Kidds have been shown elsewhere to have connections with the Fishers. About 1816 she was sold to Lithrington, Newcastle and continued in the North American and Canadian trades until 1855 when she is *posted* 'lost' in *L.R.*

MARGARET. Built at Bristol, 1823.

A brig of 230 tons, 'built from a draught by Mr. William James of this city.' Her sale advertisement gave dimensions—length 90' on deck, depth in the hold 13' and a raised quarter-deck 35', fitted with a bust figure. She was purchased by Wason, Hood and Co. and made three West Indian voyages, respectively under Captains Chantler, Fox and Samuel Padmore.

MARIA. Built at Bristol, 1786.

A ship of 314 tons, owned by Baillie and Co. and trading with St. Vincent. Her career is somewhat confused owing to the popularity of the name and the fact that the *Maria* of 1805 was also a West-Indiaman. It is probable that she made voyages to St. Vincent under Captains J. Godfrey and W. I. Pocock until Aug. 1804, and was then sold and left for Honduras in April, 1805. It is also probable that she was the *Maria* (Williams), which left Bristol for St. Kitts in May, 1807 and was reported wrecked there on 26 July, when homeward bound for London.

MARIA. Built at Bristol, 1805.

A ship of 428 tons, first owned by P. Miles. Her successive masters were—J. Summers (1806), James (1807) and Williams (1807–10), under whom she made five Jamaica voyages between 1806–10. She was advertised for Jamaica in November, 1810, by William Scott (Captain Henry Cherry), and after one voyage was advertised for sale or charter by the same owner. She does not again appear in the *Presentments* and in *M.R.* 1816 is shown owned by C. Inglis, probably of London. She drops from *L.R.*, 1843–5.

MARINER. Built at Bristol, 1807.

A ship of 238 tons, owned by Fisher and Co. Her successive masters were—Shedden (1807–9), Brown (1809–10), James (1811) and Robert Gilbert (1812–3). At the close of her sixth West Indian voyage she was captured and burnt east of Lundy Island by the U.S.S. *Argus*, on 11 Aug. 1813. A full account of this audacious act will be found in Damer Powell (*B.P.S.W.*, pp. 336–7). The *Mariner* is still shown in *M.R.* 1816, but under the name *Marnico*, a printer's error which may have been the cause of her non-deletion.

MARSHALL WELLINGTON. Built at Bristol, 1813.

A ship of 333 tons, owned by Kidd, of Bristol and London, sailing to Jamaica under Captain R. Oates. No instance can be found of her having used the port of Bristol after her initial departure.

MARTHA BRAE. Built at Bristol, 1785.

A 3-decked ship measuring 457 tons after being lengthened and rebuilt in 1800. She was first owned by Miles and Co., and made annual voyages to Jamaica until sold about 1813 to William Scott and Co., whose interests lay chiefly in the Canadian and New Brunswick trades. She was lost on Cape Sable on 21 Sept. 1822, bound Bristol for New Brunswick. Her masters were—W. Thomas (1800–6), T. Cox (1807–10), Henry Bullock (1810–2), John Gibson (1813–20) and Leslie (1821–2).

MARTHA AND SOPHIA. Built at Blackwall, 1797.

The ketch *Martha and Sophia* was advertised for sale by auction at the Exchange Coffee Rooms, Bristol, in August 1805. She was described as a former gun-brig. A miscellaneous section in the first Chepstow register book shows that she was registered at Bristol on 13 Sept. 1805 for John McCullom, merchant, Bristol. Her measurements were—length 78' 4", breadth 22' 7", depth of hold 5' 8", burthen 172 $\frac{3}{4}$ tons. Her first master

was Angus Nicholson, who was shortly superseded by Thomas Painter. Her fate has not been traced.

MARY. A Prize.

A ship of 226 tons, stated in *U.R.* to have been built in Norway in 1785 and in *M.R.* to have been a Danish prize. She is first advertised in the local Press of March, 1809, as a 'running ship' for Quebec, by Harvey and Co., Michael Brace, master. In September, 1812, it was reported that the *Mary* (Brace), bound Bristol for St. Andrews, had been taken by an American privateer and carried to Salem.

MARY. A French Prize.

A schooner of 200 tons, built in 1798, *vide* the *U.R.* 1813. The register gave her owner as Sertell, but in the local press she was advertised for Antigua in January, 1812, by Henry Hooper, master George Jenkins. Another advertisement in the following October states she carried a letter of marque. Later in the same month the executors of Captain Samuel Pritchard, deceased, advertised an eighth share in the ship *Mary* (George Jenkins), of 200 tons. On 15 November she sailed with the convoy from Cork and reached Madeira, where she was blown from the roadstead and taken by the American privateer *Rolla*.

MARY. Built at Bristol, 1821.

A ship of 276 tons, built by Hilhouse, Sons and Co. She made three Jamaica voyages for them and was then sold to London owners. She sailed away in January, 1824, under Captain Beechcroft and *L.R.* 1839 shows her in his ownership, sailing to Sydney. She drops from *L.R.* between 1839-41. Her earlier masters were—John May (1821-2) and David Jones (1822-3).

MERCY. Built at Chepstow, 1806.

A ship of 433 tons, owned by Daniel and Sons of Bristol and London. She was one of their London-registered ships and did not visit Bristol after her initial departure for Barbados in April, 1806 (Reid). Some of her later masters were—E. Wason, Corey, T. Beasley and Tredwell. In 1845 she was sold, and drops from *L.R.* between 1847-9.

MERVIN. Built at Bristol, 1793.

A brig of 185 tons, altered to a ship in 1800, and again to a snow in 1818. In 1800 she was owned by Harman Visger and made voyages to Antigua,

St. Petersburg, Dominica and Boston before he advertised her for sale in August, 1803. In the next year she was advertised to sail for Tobago by W. F. Brooke and Co., but after three such voyages was for sale by auction in November, 1806, by Henry Brooke and M. C. Wright. The *M.R.* indicates that her purchaser was W. Symes. In December, 1807, it was reported that, bound for Cork and Surinam, she had run ashore in Youghal Bay, one boy being drowned. She does not appear again in Bristol ownership, but was repaired and purchased by London merchants. Her successive masters were—J. German (1800), Samuel Lovell (1802), Amory (1804-6) and J. James (1807).

MILFORD. Built at Bristol, 1784.

A ship of 301 tons, owned in 1800 by Gordon, and at about the same time sold to P. Bruce and Co. In the years 1800 to 1803, under Captains J. Walker, J. Baker and Langford respectively, she made three West Indian voyages. In May, 1803, homeward bound from Honduras, she was reported lost at Truxillo (Trujillo), her crew and cargo being saved.

MINERVA. 'River' built (Thames), 1791.

A ship of 257 tons, built by Hill and Mellish, and probably at first owned in London. She first appears in the Bristol *Presentments* in 1801, and is advertised in September, 1802, by Ralph Mountague and Son, for Montego Bay and Demerara. She was advertised for sale by them in September, 1804, 'lately arrived from Demerara . . . well adapted for the African, South Whale Fishery or any other trade that requires despatch,' but is periodically advertised by them right up to 1813, when she was again for sale. In April, 1814, she was reported taken by the American privateer *Fox*, while bound from Bristol for St. Lucia. In the period 1801-14 she made thirteen Jamaica voyages under Captains Hardy (1801-2), John Gardner (1802-11) and Samuel Fisher (1811-3), and on her last abortive passage was commanded by Sangster.

MINERVA. A Spanish Prize.

A ship of 228 tons, captured in or before 1799, when she was 'almost rebuilt.' She was armed with 16 guns and was apparently a slaver for she made the triangular passage in 1801-2 and 1802-4, but later sailed direct to Barbados. She was for sale in June, 1802, by J. Bonbonous, a broker, but the last traceable local mention was in 1805. *M.R.* 1809, probably a few years out of date, gives her owner T. King, master J. Boswell, and voyage Africa.

MINERVA. Built at Whitby, 1809.

A brig of 168 tons, sailing to Newfoundland. In *U.R.* 1813 and *M.R.* 1816 she was owned by Hunter and Co., masters R. Dunn and J. Lynus respectively. In August, 1818, she was for sale by William Scott (John Lynas, master).

MOHAWK. Built at Philadelphia, 1781.

A ship of 285 tons, captured in or before 1786. Damer Powell (*B.P.S.W.*, pp. 308-9), describes her privateering cruise in 1797. *U.R.* 1798 gives her owners as Fowler and Co., and master J. Baker, but a *posting* alters the master to J. Kempthorn and inserts voyage Naples. She can be traced making several voyages to Palermo and Naples before the end of 1800. *F.F.B.J.* 26 April 1800, prints a letter from Captain Kempthorne describing a brush with a French ship of 14 guns in the Bay of Biscay on 27th Feb.

MORELAND. (*Morland* in the Press.) Built at Bristol, 1812.

A ship of 320 tons, owned by E. Kidd and Co. of London and Bristol, sailing to Jamaica. She sailed mainly from London, but the Press of June, 1820, in reporting her loss by fire at Kingston, describes her as 'of Bristol.' Two of her masters were—W. Hearne (c. 1813) and Hodgson (c. 1816).

NAUTILUS. Built at Chepstow, 1800.

A ship of 306 tons, owned by Francis Fisher until 1809, when sold to Blacket and Son, London. She was a West-Indiaman and was commanded by Joseph Duncan (1800-5), R. Vellacott (1806-7) and Parfitt (1808-9).

NELSON. Built at Bristol, 1807.

A 3-decked ship of 574 tons, stated, when launched by Hilhouse on 24 Feb. 1807, to be 'the largest vessel ever built in this port.' Her length on keel was 103' and breadth 32' 2", and plans are preserved in the *Hilhouse Draughts* at folios 85 and 102. The Press of November, 1808, stated she was owned by Alderman Claxton and Son, but *M.R.* 1809 shows P. Miles. Captain Thomas was her master throughout her career. When outward bound on her eighth Jamaica voyage, on 31 Jan. 1813, she was taken by the American privateer *Saratoga*, after a running fight of four hours, twenty leagues windward of Jamaica.

NEPTUNE. Built at Bristol, 1798.

A ship of 334 tons, owned by the Protheroes and sailing to Jamaica under Captain Marshall. According to the *Presentments* she did not return to Bristol after sailing in March, 1804.

NEVIS. Built at Bristol, 1786.

A ship of 277 tons, shown in *U.R.* 1801 owned by Pinney and Co., with a *posted* amendment to Tobin and Co. She made annual Nevis voyages under Captains C. Mais (1800-2) and Cory, or Corry (1803-5). In May, 1805, it was reported that she was 'said by some accounts to be burnt by the French at Nevis and by others to be taken by the French and sent to Guadeloupe.'

NILE. Built at Chepstow, 1799.

A ship of 319 tons, owned by Weare and Co. until sold, about 1805, to Ralph Mountague and Son. She made one voyage to Surinam and six to Jamaica before being reported, in August, 1806, taken by four French frigates and sent to Spain. Her masters were—Joseph Douglas (1799-1800), E. Merrick (1801), J. Marychurch (1802-5) and John Ebbets (1805-6).

NYMPH. Built at Chepstow, 1800.

A snow of 152 tons, owned by James Harvey, trading with the West Indies. Her first master, Henry Fowler Stephens, died on her first voyage. On her second voyage (H. James, master), she was cut out of Basseterre Roads on 29 Nov. 1801, by a French privateer, and carried into Guadeloupe.

PACIFIC. Built at Bristol, 1806.

A ship of 261 tons, noted in the *M.R.* as 'sharp,' an unusual feature in Bristol ships of the period, which had to lie aground between tides. She was owned by E. Kidd, and after sailing for Jamaica in March, 1807 (Buckham, master), did not return to Bristol.

PACIFIC. Built at Bristol, 1807.

On 10 Feb. 1807, the brig *Pacific*, 'built by Messrs. Waring and Fisher, of deal timber . . . was floated out of their dock on the Butts, in this city.' Nothing more is heard of this vessel, although she is possibly identical with the *Pacific* above.

PEGGY. British built, 1795.

A ship of 239 tons, owned in 1800 by Weare and Co., master J. Smith, sailing to Jamaica. She was sold in 1801 to Young and Co., probably of London.

PERSEVERANCE. Built at Whitby, 1789.

A ship of 269 tons, owned in 1800 by Harford and Co., probably of Cork, but related to the Harfords of Bristol, bankers and merchants interested in the Bristol-Irish trade. In 1800 or 1801 the *Perseverance* was bought by Hellicar and Co., and sailed to Jamaica under Captain G. Clutsam. She can be traced making three such voyages, but after sailing on a fourth, in March, 1804, does not again appear in the *Presentments*.

PILGRIM. Built at Bristol, 1779.

A ship of 279 tons, illustrated at fol. 107 of the *Hilhouse Draughts*. Damer Powell (*B.P.S.W.*, p. 309), notes that she held a letter of marque. She was probably a slaver by trade, being owned by Anderson in 1798. In *U.R.* 1801 she is shown owned by Woodward, master J. Bayley, voyage Africa, but cannot be traced in the local Press in or after 1800.

PINCENT.

A ship of 192 tons, noted as making a Tobago voyage in 1801-2 under Captain Wright. In 1802-3 she made the triangular voyage, Bristol-Newfoundland-Bilbao-Bristol, under Captain Danson, and in April 1803, was advertised for Lisbon by Joseph Gilbert and Co., owners or agents. She made a further West Indian voyage in 1807-8 (Norton), and in July, 1808, was advertised for New York by Michael Alexander. There is some indication that she stranded in the river, or was otherwise condemned, for in Sept. 1808, her hull was for sale by auction at the Assembly Coffee House.

POLLARD. Built at Bristol, 1788.

A brig of 181 tons, owned in 1800 by Visger and Co, making varied voyages—St. Petersburg, the Canaries and Quebec, under D. Brown. In Aug. 1804, she was for sale, having 'just brought 10,722 bushels of wheat from Quebec,' by W. Ariel, broker, and was then described as a brigantine. Between Nov. 1804, and June, 1807, she made three voyages to St. Vincents (R. Withers, master), and for one of these was advertised by Daniel Stanton, who may have been owner or agent. *M.R.* 1809 shows her owned by Peters and Co., probably of London.

PRINCESS ROYAL. Built at Neath, 1787.

A ship of 185 tons, owned in 1800 by Eames and Co., master S. Cook, voyage Dominica. She was for sale by auction in May, 1801, and was then described as of 250 tons burthen, length 84' 4", breadth 23' 5", depth 10' 9", master John Heatly. She was usually a Newfoundland trader, but was reported in July, 1803, taken by a French schooner privateer while bound from Gallipoli for London. A few days later she was retaken by the Bristol privateer *Eliza*. However, in Sept. 1812, she was reported taken and burnt, while bound from Ireland to Newfoundland.

PRINCESS ROYAL. Built at Appledore, 1794.

A ship of 218 tons, owned by T. King *vide* the *M.R.* 1809, sailing to Demerara, master T. New. There is no trace of her in the Bristol *Presentments*.

RACHEL. (Or *Rachael*.) Built at Bristol, 1795.

A ship of 270 tons, owned by the Protheroes, and a constant Nevis trader. Between 1800 and 1811 she made eleven voyages under a variety of masters, viz. Vernon (1800), T. Powell (1800-2), Cooper (1802-3), Scarth (1804-7), T. Smith (1807-9), Bell (1809-10) and Power (1811). In July 1803, she was reported taken, but retaken by a Liverpool letter of marque. On 7 July 1811 she was wrecked in a hurricane at Nevis, her crew being saved.

RAIMSDYKE. Built in Batavia, 1796.

A teak-built ship of 305 tons, owned c. 1809 by T. King, master J. McIver. She dropped from the registers by 1813. There is no trace of her in the Bristol *Presentments*.

REBECCA.

The *Rebecca*, owned by Ralph Mountague and Sons, is first noticed arriving at Bristol from Jamaica in July, 1807, Clements, master. She made one more voyage under Clements, then, three under S. Gardiner, but at the close of the third was wrecked near Cardiff in Sept. 1811.

RELIANCE.

In Dec. 1804, the local Press reported that the *Reliance* (Gordon) of Bristol, bound from Gambia to the West Indies, had been lost in the River Gambia. She had left Bristol in May, and arrived on the coast in September, but no other mention has been traced.

ROSETTI. Built at Caldicot, 1790.

A ship, shown in the *M.R.* as of 163 tons, but in a sale advertisement of Dec. 1802, as of 193 $\frac{1}{2}$ tons. The latter adds the interesting information that she 'has carried over 350 tons,' and that she had just arrived from Antigua. The sale notice was signed by James Wason and Co., but it is probable that they were acting as agents for the owners and did, in fact, purchase the vessel for themselves, for the *M.R.* names the owner as 'J. Watson.' The *Rosetti* made various West Indian voyages, her masters being—Marshall (1804-5 and 1807) and W. Scarth (1809-10). In Aug. 1810, coming up the Bristol Channel in charge of a pilot, she ran aground on the Spit, a bank between Kingroad and the Holms, and sank a few days later.

ROVER. A Spanish Prize.

A snow which measured 182 tons after lengthening and rebuilding in 1809. She is probably identical to the *Rover* (Leyson), which, bound from Tortola for Dublin, put into Kingroad with the loss of foremast and bowsprit in Oct. 1805. This vessel subsequently made West Africa voyages from Bristol under Captain Leyson. After rebuilding, the *Rover* was owned by Hunt and made eight West India voyages, being last reported in the *Presentments* when she arrived at Barbados in 1818. Her masters in this period were—Veysey (1810-7) and Gilbert (1817-8).

SALLY. Built at Bridgwater, 1801.

A ship of 304 tons, owned by T. King. Under Captain T. Teed she made three Antigua voyages between 1801-4. On her next, her master being given variously as Hayward or Hynes, she was taken and carried to Cuba.

SAMPSON. Built at Chepstow, 1787.

A snow of 171 tons, employed in the coasting and Irish trades. She was first owned at Chepstow and went ashore on the English Grounds in Oct. 1814, when bound from her home port to Milford with Forest of Dean timber. She was got off, but in a very leaky state and was run ashore at the entrance to Ilfracombe harbour, where she failed to rise on the following tide. Some Ilfracombe men bought her and repaired her, and she was registered at that port in 1815. The Bristol Press of May, 1823, carried an advertisement by J. Wade, of an auction at the Assembly Coffee Room, of the brigantine *Sampson* of Ilfracombe, Richard Cutliffe, master, 175 tons. She was purchased locally and registered at Bristol, No. 24 in 1823, but this register is one of those missing.

SARAH. Built at Bristol, 1810.

A 3-decked ship of 499 tons, armed with 14 carronades, launched by Hilhouse, Sons and Co. on 24 March 1810, for P. J. Miles. She carried a letter of marque (Damer Powell, *B.P.S.W.*, p. 319), and made annual West Indian voyages until the end of 1817. In March, 1818, she was advertised for sale '... as she now lies (in consequence of having one side much injured by fire).' Her buyer was a London merchant (given variously in advertisements as Edmund Read or Edward Reed), and later in the year sailed for Bombay, via Madeira, Cape of Good Hope and the Isle of France, under Captain James Norton, 'late of the Company's service.'

SARAH.

The Bristol Press of 11 Feb. 1815, announced that the *Sarah* (de la Rue), and *Favourite* (—), of Bristol, bound from Newfoundland to Alicante, had been taken by the American privateer *Warrior*, the former being burnt and the latter sent to America. No other details of these vessels have been traced.

SEPPINGS. Built at Bristol, 1823.

A ship of 344 tons, built by and first owned by the Hilhouses. She was sold at London at the end of her third Jamaica voyage. Her masters were—Joshua Tripp (1823–4), David Jones (1824) and Hearn (1825). She was cut down to a barque about 1844, when in London ownership and sailing on Sydney voyages. In 1846 she was purchased by the firm of Stuckey and Bagehot and registered at Bridgwater. While under their flag she was abandoned at sea on 18 Dec. 1852.

SHALLET. Built in 1820.

A ship of 450 tons apparently owned by William Cross. She made various voyages from Bristol between 1820 and 1824, viz. New York, Archangel, Quebec and Alexandria, all under John Mason. On the Alexandria voyage she made the outward passage in 21 days which was hailed as remarkable by the Press.

SIMON TAYLOR. Built at Bristol, 1784.

A ship of 347 tons, built for William Miles, and employed in his Jamaica trade. About the year 1810 she was sold to William Scott, and in 1818 to Wason, Hood and Co., her voyages under both these owners being more varied. Successive masters were—J. Summers (1800–5), Jenkins (1806–9),

Cherry (1810), William Lund (1810-1) and Alexander Leslie (1811-22). She was lost at St. Andrews, New Brunswick, on 10 Sept. 1822, her crew being saved.

SIR ALEXANDER BALL. A French Prize, built 1809.

A ship of 409 tons, 'sharp' built, and carrying 16 guns. She was apparently captured in 1811 or 1812 and in July, 1812, is recorded in the local Press as coming in from Malta having made the voyage 'in two months out and home.' She held a letter of marque and on her next outward passage made the last recorded capture of a prize by a Bristol private ship of war (Damer Powell, *B.P.S.W.*, p. 311). In 1813-4 she made a triangular passage, Bristol-Newfoundland-Jamaica-Bristol, and in the following year was back on the Malta route when captured by an American privateer. After being retaken by H.M.S. *Niemen* on the other side of the Atlantic, she was sold out of Bristol ownership. Her Bristol owner was G. Sawtell, and master John Skinner.

SIR GEORGE OSBORN. (Also *Osborne*.) A French Prize.

A ship of 316 tons, described as new in Oct. 1814, when she was advertised by Robert Noyes for Madeira, Barbados, Martinique and Dominica, William Hewitt, commander. In the following Sept. she was advertised for sale by Edward Jones and Sons, Redcliff Back, and in the *M.R.* 1816 she is shown owned by her master, Captain Hewitt. Under him she made a further Trinidad voyage in 1816, but is not afterwards noticed in the local Press.

SOMERSET. Built at Philadelphia, 1804.

A ship of 221 tons, captured in or before 1809. She was owned by Danson, the Newfoundland merchant, who apparently had houses at Liverpool and Bristol, besides in Newfoundland. Her master c. 1811-6 was Metherill or Wetherall.

SOVEREIGN. Built at Bristol, 1791.

A ship of 223 tons of which there is a half-model in the City Museum, presented by Henry L. Riseley, Esquire. In her early days the *Sovereign* was a Bristol West-Indiaman, but was apparently sold to Cork owners about 1798. However, an advertisement in the Bristol Press of 19 July 1806, suggests that the Daniels retained an interest in her. This read—'For sale, to close a concern, the ship *Sovereign*, 229 tons . . . lies at Dublin. Pierced for 16 guns, has 6 mounted . . . Captain Cunningham. Thomas Daniel and Sons, Bristol.'

STEPHEN. Built at Hull, 1772.

A ship of 283 tons, armed with 14 guns, purchased by T. Bowen, probably in 1799. In July, 1800, it was reported that the *Stephen* (Pines), from Honduras, had been taken by the *Bellona*, French privateer of 32 guns, and carried to Bordeaux.

SURINAM.

The *Surinam* (J. Blyth, master), made two voyages between Bristol and Surinam in the years 1806-8, but on her third, in June, 1808, was wrecked at Grenada. Further details of this ship have not been traced, but it is probable she was owned by Bruce and Moens, the principal local Surinam merchants of the period.

SUSSEX. Built at Shoreham, 1801.

A ship of 248 tons, armed with 14 guns, which arrived at Bristol in Aug. 1807, from St. Vincent. She was probably Bristol owned when she left again for St. Vincent in Oct. but her advertisements show a diversity of owners or agents. They were, Eusebius Holmes (1808-9), Peter Maze (1810), John Bower (1811), and William Smith (1813-6), the last-named appearing also in *U.R.* and *M.R.* The *Sussex* was reported wrecked in the Nevis hurricane of 7 July, 1811, but was refloated and repaired, and made further voyages to the West Indies. Her successive masters were—William Scarth (1807-8), William Weldy (1808-13), William Scriffen (1814-5) and S. Lovell (1816-7). She does not appear in the *Bristol Presentments* after 1817.

TERESA. (Sometimes *Terresa*). Built at Chepstow, 1802.

A snow of 205 tons, originally owned by George Buckle and others of Chepstow. She was advertised for sale at Bristol in Nov. 1809, 'just arrived from Rio de Janeiro . . . 205 tons per register, carries 300 tons,' and was purchased by Worthington Brice of Bristol. William Gibbons and Co. advertised her in the following month as a running ship for Trinidad, George Sale, master. When nearing the end of her second Trinidad voyage, in Dec. 1810, she was wrecked near St. Donat's Head, and two were drowned.

THETIS. Built at Teignmouth, 1801.

A ship of 320 tons, owned by Philip Protheroe. She made one voyage to St. Kitts under Captain Payne, and on her fourth West Indian voyage (Captain T. Smith) was burnt at St. Kitts by the French.

THOMAS. Built at Yarmouth, 1810.

A ship of 331 tons, which arrived from St. Croix at the conclusion of her first voyage in July, 1811, and was advertised for sale in Sept. *U.R.* 1813 shows her owned by one Oliver, and *M.R.* 1816 by Brook, the latter probably being Brooke, Struth and Rose, a Bristol firm of West India merchants. At the close of her eighth St. Vincent voyage, bound for London, in March, 1818, she parted her cables in the Downs and had to run for shelter. In doing this she ran foul of another vessel and lost both main and mizen masts. Thus out of control she ran ashore, but was refloated and, after temporary repairs at Ramsgate, was taken to the Thames. She was there apparently sold. All her voyages, 1811-8, were in the command of Captain S. Bell.

TRAFALGAR. Built at Chepstow, 1810.

The *Trafalgar*, 300 tons, was launched by Bowsher, Hodges and Watkins on 6 Feb. 1810. She came to Bristol in Sept. 1812, and sailed for Tobago in the following Feb. (Pines, master). In June, 1813, homeward bound, she was wrecked seven miles west of Tobago and in the Press report was stated to be 'of Bristol.'

TRANSFER. Built in Labrador, 1825.

A snow of 173 tons, later cut down to a schooner. Although not traceable in Bristol Custom House registers she was shown in *L.R.* 1839-43 as owned by Jarvis, Bristol; master Wakeham; and voyage Hamburg.

TRELAWNY. Built at Bristol, 1781.

A ship of 333 tons, armed with 22 guns, which held letters of marque in the years 1781 and 1782 (Damer Powell, *B.P.S.W.*, p. 299), and was owned by Robert, John and William Gordon. In 1801 (*vide U.R.*) she was owned by Smith and Co., but as the destined voyage is shown as Africa, this entry may be considerably out of date. From 1800 the *Trelawny* made voyages to Jamaica without exception, and in that period was commanded by three masters, viz. Hooper (1800-1), Tilley (1801-5) and Richard Moon (1805-6). She was wrecked on the Nash on 10 Dec. 1806, while bound for Cork to join a West Indian convoy. The Captain was killed by the fall of the mainmast and eleven others were drowned.

TRITON. Built at Bristol, 1777

A ship of 219 tons, owned in 1800 by Harvey and Co., master J. Jacques, and trading to Jamaica. About 1802 she was sold to Teast and made

voyages to Quebec, Africa and Antigua, last appearing in the *Presentments* for March, 1804. Her masters, 1802-4, were Seymour, Buckle and Williams.

TRUSTY. Built at Bristol, 1790.

A ship of 306 tons, owned by the Daniels, trading to Demerara, Barbados and Tobago. Her master in 1800 was Captain Reed, but at the end of that year she was taken over by James White and he was in command until he was drowned on the Irish coast in Jan. 1809. On this occasion the *Trusty* was making for Cork to join a convoy for Tobago, and reports say she was totally wrecked. Of her 21 hands and 9 passengers, only 7 were saved. Later issues of the *M.R.*, however, show that she was surveyed at Bristol in 1810, and she is included in the 1816 issue, Adams, master, sailing for Tobago. Voyages after 1810 were terminated elsewhere, probably London.

UNION. Built at Bristol, 1789.

A ship of 306 tons, owned in 1800 by A. Webb and described as a constant Jamaica trader. In Oct. 1801, she was auctioned at the Exchange Coffee Room, Bristol, and in the following March sailed for Barbados and Martinique, evidently no longer in Bristol ownership. The notice gave her dimensions as—length 101' 4"; breadth 27' 4"; height between decks 4' 4". Her masters were—Merrick (1800) and T. Gardner (1800-1).

UNION. Built at Chepstow, 1805.

A ship of 319 tons, owned by Braikenridge and Honnywill until 1820, when that concern became Gibbs, Son and Bright. The *B.A.G.* possesses a water-colour by T. S. Rowbotham (1826), copied from an oil painting by Captain Weekes, showing the *Union*, 'beating up Channel on the port tack.' She was a constant Jamaica trader. Her masters were—Joseph Marychurch (1806), Garden (1807-9), Blake (1809-20), Edward Powell (1820) and John Blannin (1820-5, when he died on the homeward passage).

UNION ISLAND. Built at Bristol, 1794.

A ship of 324 tons, owned by S. and J. Span, and commanded by W. I. Pocock until 1800. At the end of 1800 she sailed for St. Vincent under Captain R. Dormer and on her homeward passage in the following April, beat off a Spanish privateer with the loss of one killed and one wounded. In May she was taken after a severe engagement by a French privateer and

sent to Puerto Rico. She must have been retaken, released or ransomed, for in May, 1802, she was for sale at London. As her next survey port was Liverpool it is probable she was purchased by merchants of that port. She does not appear in the Bristol *Presentments* after 1801.

VULCAN. Built at Chepstow, 1795.

A ship of 385 tons, owned by J. F. Weare. She made annual voyages to Jamaica until reported lost there in Sept. 1806, when homeward bound, 'her crew and six puncheons of rum saved.' Her masters were—Honnywill (1800-3), Baker (1804-5) and Gardner (1806).

WANDERER. An American Prize.

A ship of 169 tons, condemned in the High Court of Admiralty on 11 Dec. 1812, and purchased by Bideford merchants. The Bideford register described her as single-decked; length 77' 3"; breadth 23' 3"; depth 11' 8"; with no figurehead, and states she was re-registered at Bristol in June, 1813. According to the *M.R.* she was cut down to snow rig, and her Bristol owner was W. Danson, a Newfoundland merchant. While bound from Newfoundland to Corunna, it was reported in Aug. 1814, that she had been taken by an American vessel, variously given as the letter of marque *Invincible* and as the sloop of war *Peacock*. In the following month she was reported retaken by the *Fenelay*, and arrived at Halifax.

WEST INDIAN. Built at Bristol, 1794.

A brig, measuring 223 tons after lengthening in 1796. She was a West-Indiaman and owned by Fisher and Co. In 1801 she was one of seven ships of a homeward bound convoy taken by the French privateer *Le Braave*, but retaken by the frigate *Glenmore*. She was reported in Jan. 1813, bound from Honduras for Bristol, to have been upset on the coast of America, the master and two others being the sole survivors. Her masters were—R. Shedden (1800-6), G. Appleby (1806-7), Thomas Gardiner (1807-9), Jenkins (1809-10), James (1810) and T. German (1811-2).

WESTBURY. Built at Bridgwater, 1802.

A brig of 208 tons, probably first owned at Bristol. She made one Jamaica voyage under Captain Sims, and sailed for Grenada under Captain Gilbert. In April, 1805, she was reported taken, retaken and again taken and carried into Guadeloupe. Later she was again retaken and was owned at Liverpool.

WILLIAM.

William Scott advertised the barque *William* (Matthew Armstrong), of 207 tons, for New Brunswick in March, 1811. It is probable that this was the *William* (Hare), which was taken by the American privateer *Dolphin*, when bound from New Brunswick to Bristol in July, 1812. She was on that occasion recaptured by H.M.S. *Indienne* and sent to Halifax, but on 14 Aug. 1814, the *William* (Whiteway), bound from St. Andrews for Greenock, was captured and sunk by the American sloop of war *Peacock*.

ZEPHYR. Built at Chepstow, 1799.

A ship of 304 tons. She was owned by Francis Fisher and, under Captain Michael Passmore, made nine annual Jamaica voyages before being sold to London owners in 1808.

APPENDIX B

STATISTICAL TABLES OF BRISTOL SHIPPING

TABLE 1: ANNUAL TOTALS
(Years for which figures can be traced)

<i>Year</i>	<i>No. of Vessels</i>	<i>Total Tonnage</i>	<i>Source</i>
1800	186	26,193	Customs 17 (P.R.O.)
1801	206	30,125	
1802	219	31,514	
1803	241	34,051	
1804	252	34,973	
1805	246	34,356	
1806	256	34,658	
1807	255	34,915	
1808	269	34,433	Annual Report of the Bristol Chamber of Commerce, 1832
1827	283		
1828	300		
¹ 1829	319		
1830	323		
1831	339		
1832	303		

¹ Pope's *Merchant Shippers . . . Guide* for 1831 gives for the year ended 5 Jan. 1830—316 vessels, 49,535 total tons.

TABLE 2: NEW REGISTRATIONS AT BRISTOL, 1814-38
(Newly built vessels and vessels transferred from other ports)

Year	Total Registrations	NEW REGISTRATIONS														Total Register Tons
		Total	By Type		By Size		By Trades			By Place of Build						
			Sail	Steam	Up to 150 tons	Over 150 tons	River & Estuarial	Coastal & Near Continental	Deep Sea	Bristol	Bristol Channel	United Kingdom	Colonial	Foreign		
1814	61	38	38	—	31	7	5	16	17	7	10	7	2	12	3982	
1815	47	29	28	1	21	8	6	12	11	11	6	5	1	6	3302	
1816	48	30	30	—	20	10	4	14	12	9	12	5	—	4	3852	
1817	37	30	30	—	26	4	3	19	8	12	4	7	—	7	2871	
1818	54	45	45	—	32	13	4	23	18	17	12	8	—	8	5442	
1819	41	34	34	—	22	12	5	14	15	14	14	4	1	1	4509	
1820	40	26	26	—	19	7	3	13	10	12	8	3	3	—	3279	
1821	36	29	29	—	20	9	5	14	10	12	11	3	3	—	—	
1822	34	22	18	4	17	5	—	13	9	8	2	5	7	—	2917	
1823	44	37	35	2	25	12	4	19	14	19	8	3	7	—	—	
1824	72	48	48	—	31	17	—	27	21	16	10	14	5	3	6584	
1825	125	40	39	1	26	14	1	16	23	18	10	7	5	—	6426	
1826	103	48	48	—	27	21	1	13	34	10	9	8	20	1	8220	
1827	66	40	39	1	29	11	5	13	22	16	5	7	12	—	5439	
1828	59	36	35	1	21	15	2	13	21	19	7	3	7	—	6452	
1829	86	46	44	2	27	19	3	12	31	17	9	6	12	2	8036	
1830	63	31	29	2	22	9	8	11	12	14	10	6	1	—	4150	
1831	52	25	24	1	16	9	3	10	12	11	8	3	3	—	3871	
1832	42	23	23	—	16	7	3	6	14	8	3	7	4	1	3460	
1833	41	22	21	1	15	7	2	8	12	11	4	3	4	—	3572	
1834	40	23	21	2	16	7	1	5	17	9	7	5	1	1	3141	
1835	42	32	29	3	18	14	1	10	21	14	8	7	3	—	6124	
1836	69	30	28	2	24	6	4	14	12	10	6	13	1	—	3283	
1837	48	20	18	2	12	8	4	7	9	8	7	3	2	—	3436	
1838	56	38	34	4	25	13	3	12	23	12	11	10	5	—	6037	
	1406	822	793	29	558	264	80	334	408	314	201	152	109	46	108385	

¹ The figures for 1821 and 1823 are conjectural.

² From 1836 tonnages are generally by 'new measurement,' but a few older craft registered at Bristol for the first time have retained their tonnage by 'old measurement.'

INDICES

INDEX OF SHIPS

Abbreviations: *Du.*—Dutch; *E.I.C.*—East India Company; *Fr.*—French; *H.M.S.*—H.M. Navy; *N.*—Navy; *P.O. Pkt.*—Post Office packet; *pr.*—privateer; *pz.*—Prize; *Rev.*—Revenue cutter; *s.*—Steam vessel; *Sp.*—Spanish; *U.S.*—United States. Ships belonging to Bristol are distinguished by their year of build in brackets.

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